

A Message from

BULLDOG SECURITY PRODUCTS

This is the third time that I have had the great pleasure in welcoming everyone to the Bulldog Rally.

The event is now firmly established as the final round of the Mintex National Rally Series. This year has seen the championship go from strength to strength and with the addition of the Rally Ka Championship from Ford and the Nissan Micra Challenge the competition is guaranteed to be fierce.

It gives me great personal satisfaction to welcome again our friends in the Demon Tweaks / Classic and Sports Car Historic Rally Championship who added so much to the atmosphere in Aberystwyth last year.

Wolverhampton and South Staffs Car Club have assembled all the ingredients from the best of British rallying for us to witness another weekend of sport that Aberystwyth and we will not forget in a long time.

I look forward to meeting you all during the rally and wish everyone a safe and successful event.

Ian Jordan

Bulldog Security Products

Much Wenlock

SUPPLEMENTARY REGULATIONS

These Supplementary Regulations incorporate the standard Regulations for events in the **1997 MINTEX NATIONAL RALLY SERIES**. Articles and clauses giving information specific to this event are boxed; un-boxed sections are common with other events in the Series.

ARTICLE 1. ANNOUNCEMENT

The Wolverhampton & South Staffordshire Car Club Ltd will promote a National A permit Multi-Use Special Stage Rally on Saturday 25th October 1997. The event will be known as **THE BULLDOG RALLY 1997**. The event will be a qualifying round of the following championships:

The **1997 Mintex National Rally Series**.

The 1997 Ford Rally Ka Championship

The 1997 Micra Challenge.

The 1997 Allways Executive Travel Welsh National Rally Championship.

The 1997 Evans Windows Welsh Clubmans Forestry Stage Championship.

The AWMMC Dunlop Formula Two Championship 1997

ARTICLE 2. JURISDICTION

1. The event will be held under

- (A) The 1997 General Regulations of the RAC Motor Sports Association Limited (incorporating the provisions of the International Sporting Code of the FIA).
- (B) The Championship Regulations of the '**1997 MINTEX NATIONAL RALLY SERIES**'.
- (C) The various Regulations issued by Championships of which this event forms part.
- (D) These Supplementary Regulations.
- (E) Any written instructions the promoting Club may issue for the event.

ARTICLE 3. AUTHORISATION

		<i>Permit number</i>
1.	(a) The ' 1997 MINTEX NATIONAL RALLY SERIES '	97R5322
	(b) The 1997 Ford Rally Ka Championship	97R5370
	(c) The 1997 Micra Challenge.	97R5345
	(d) The 1997 Allways Executive Travel Welsh National Rally Championship.	97/W/R/0165
	(e) The 1997 Evans Windows Welsh Clubmans Forestry Stage Championship	97/W/R/0209
	(f) The 1997 AWMMC Dunlop Formula Two Championship.	97/W/R/0160

2. The event will comply with the Motor Vehicles (Competitions and Trials) Regulations where they are applicable.

3. RACMSA and DoT Permit numbers will be advised in a Competitors Bulletin.

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 nationals holding a competition 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 1997 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:

Friday 10th October 1997	- Seeding takes place and entries close at standard rate
Tuesday 21st October 1997	- Entries Close finally
Thursday 16th October 1997	- Competitors Bulletin posted
Thursday 16th October 1997	- Road Books and service packs posted if ordered

Friday 24th October 1997

12.00 hrs	Rally HQ at the Marine Hotel , Marine Terrace, Aberystwyth opens.
16.00 hrs	Noise Check opens at Park Avenue, Aberystwyth
16.00 hrs	Scrutineering, Documentation open at Meirion Motors, Glanrafon Industrial Estate, Aberystwyth (Map reference - 135/610804).
21.45 hrs	Noise Check closes.
22.00 hrs	Scrutineering and Documentation close.

Saturday 25th October 1997

07.00 hrs	Noise Check opens at Park Avenue, Aberystwyth Scrutineering, Documentation open at Meirion Motors, Glanrafon Industrial Estate, Aberystwyth (Map reference - 135/610804).
09.30 hrs	Noise Check, Scrutineering and Documentation close.
08.40 hrs	The Bulldog Rally Starts
17.10 hrs	First car in The Bulldog Rally finishes
19.15 hrs	Provisional results posted
20.00 hrs	Awards Presentation at the 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 N1:	Up to and including 1300cc
Class N2:	Over 1300cc, up to and including 1600cc
Class N3:	Over 1600cc, up to and including 2000cc
Class N4:	Over 2000cc

b) GROUP 'A'

Cars conforming to FIA International Group A Regulations.

Class A5:	Up to and including 1300cc
Class A6:	Over 1300cc, up to and including 1600cc
Class A7:	Over 1600cc, up to and including 2000cc
Class A8:	Over 2000cc

c) CATEGORY 'B'

Cars complying with 1997 RACMSA Technical Regulations.

Class B9:	Up to and including 1300cc
Class B10:	Over 1300cc, up to and including 1600cc
Class B11:	Over 1600cc, up to and including 2000cc
Class B12:	Over 2000cc

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 vehicle 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 'D'

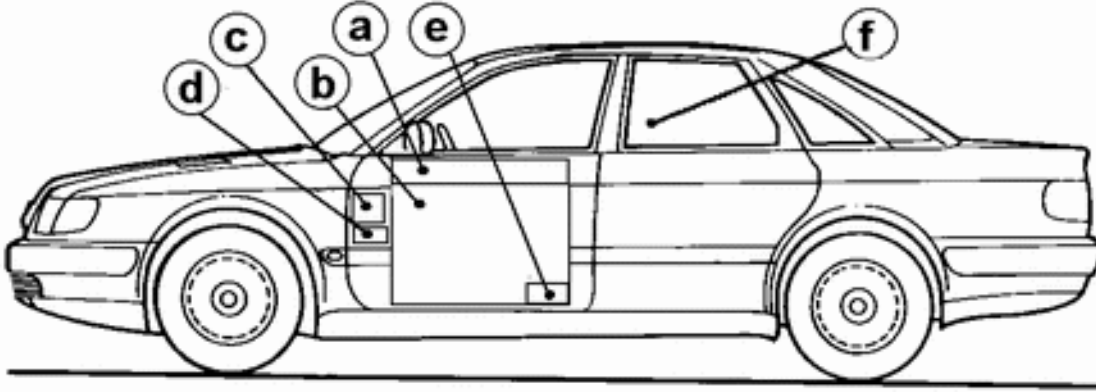
Diesel engaged cars.

Class D15	All engine capacities.
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- 2. a)** In all classes cars with forced induction will 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.
 - a) The Official Event logo/title
 - b) The vehicle competition number
 - c) The official **MINTEX NATIONAL RALLY SERIES** logo
 - d) Other advertising proposed by Event Organisers or Series Promoters
 - e) Class & Group identification provided by the Series Promoters
 - f) High visibility competition numbers (see below)



Competitors must display regulation size black numbers, on a white background, on both sides of the car (E12.3.11). Additionally, high visibility numbers will be provided to be fixed in each rear side window as high and as far forward as practicable. 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. A Competitors Bulletin containing details of the Competitor's 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 entry fee, to be collected at Documentation, although it will be advised to Competitors in advance (E4.1.5).

8. The Standard Entry Fee is **£410.00**, inclusive of RACMSA Insurance & Permit fees (including Insurance Premium Tax, and one Service Pack per Competitor). Management Packs at £40 (which include a Road Book) and additional Service Packs at £30 may be purchased by ordering on the Entry Form. Entrants registered for the Mintex National Rally Series who compete in classes N1, A5 or B9 (up to 1300cc.) will receive a refund from the Mintex Series Co-ordinator, so as to give a net basic entry fee of £299.00. All surcharges, additional service and management packs or road book postage must be paid for in full.

9. The maximum entry for the Event is 150, 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:

Mike Sadler-Brookes
21 Mount Road
Fairfield
Bromsgrove
Worc's
B61 9LN

Telephone : 01527 873844
Fax : 01902 741418

11. The entry list opens with the publication of these Regulations and will close (at the standard fee) on **Friday 10th October 1997**. Late entries will be accepted, at the Organisers' discretion, on payment of an extra fee of **£50.00** until **Friday 21st October 1997**, when entries close finally. Written acceptance of entry will be sent for the first 80 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 then be chosen at the Organisers' discretion.

12. Fees for accepted entries withdrawn up to **Monday 13th October 1997** will be refunded in full, less **£50.00** administration fee. Fees for entries withdrawn after that date will not be refunded unless that vacant place is filled by a reserve.

Withdrawn entries **must** be advised **in writing** and/or by fax to the Entries Secretary.

Reserve entries who 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 **£50.00** administration costs (E4.3.1).

ARTICLE 9. OFFICIALS

1. Event

RACMSA Steward
Stewards

Ian Howells
Bill Troughear
John Skinner

Chairman of the Organising Committee
Clerk of the Course
Secretary of the Meeting

Jayne Houghton
John Trevethick
Andrea Johnson
(01584 891349 (h))

Deputy Clerks of the Course
Chief Marshal

Ray Lloyd, Gareth Thomas
Richard Felgate
(01922 692385 (h))

35 Ash Tree Road, Pelsall, Walsall, WS33 4LR

Safety Officers
Area Co-ordinators

Mervyn Johnson, Kevin Page
Paul Price, Steve Fellows, John Corns,
Andy Pickering, David Talbot, James Scott
Mike Sadler-Brookes

Entries Secretary
Officials co-ordination
Headquarters co-ordination
RACMSA Eligibility Scrutineers
Chief Scrutineer

Sally Lloyd
Jayne Houghton
Mike Harris, Geoff Doe
Brian Gerry

RACMSA Timekeeper
Driving Standards Observer
Results
Field Results Co-ordinator
Service Area Co-ordinator
Radio Communications
Chief Medical Officer
Competitors Liaison Officers
Event Press Officer

Vaughan Allcock
 Jack Romain
 Tynemouth Computer Services
 Sarah Morris
 Phil Jones
 Harold Hicken
 Dr. Ian Pickton Robinson
 Dilys Rogers and Andrew Kellitt
 John Clewer

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

2. REGIONAL AND OTHER CHAMPIONSHIPS

FORD KA CHAMPIONSHIP
 NISSAN MICRA CHALLENGE
 WAMC NATIONAL
 WAMC CLUBMANS
 AWMMC

Kevin Shortis -01323 890184
 Simon Aldridge -01480 493526
 Steve Gregg - 01746 765386
 Richard Wheeler - 01905 770907
 John Arnold - 01952 770211

3. Mintex National Rally Series

Mintex Series Co-ordinator
 Mintex Series Championship Liaison Officer
 Mintex Series Press Officer

Roger Evans - 01656 863888 (w)
 Dilys Rogers - 01530 222958 (h)
 Keith McGhie - 01274 671112

ARTICLE 10. RESULTS

- Provisional results will be published within two hours of the finish of the event. Appeals must be made in accordance with O5 and O6. Printed Results will be available at the finish venue after the Awards Ceremony.
- Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted 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 AND ROAD BOOK

- The event will contain several Special Stages on private land or on closed public roads, joined by Public Highway 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.
- 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 Controls, Stages and Service Areas, stage mileages and time schedule will be sent with Competitors Bulletin (see Article 5).

- By prior request, and upon payment of an administration fee of **£15.00**, the Road Book, Service Book & Management Pack can be made available by post approximately 7days prior to the event.

- a) The rally will be contained on Ordnance Survey maps –

Series	Scale	Numbers
Landranger Series	1:50,000	124, 125 & 135
Pathfinder	1:25,000	867, 907, 927, 928, 947,948
Outdoor leisure	1:25,000	23

- b) The route is split into approximately the following –

Number of stage	Stage mileage	Surface	Road mileage
9	80	100% forest tracks	130

The forests used will be **Dyfi, Gartheiniog, Dyfnant, Hafren, Tarenig, Myherin and Llanafan.**

ARTICLE 12. SCRUTINEERING AND DOCUMENTATION

- At Scrutineering cars will be examined for compliance with the 1997 RACMSA Tyre, Technical and Safety Regulations as well as for class eligibility (attention is drawn to E13, K.42 and Q). Each Entrant and driver will

be assumed to have 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 RACMSA Rally Special Stage Vehicle Log Book (K.42.1.4/E.12.3.2) 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. FIA/FISA Homologation Forms valid for 1997 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 1997 RACMSA 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. All cars must be taxed and insured for the Public Highway (K42.8.1).
 9. 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**.
 10. 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 and penalised as under Article 18.7.
 11. No studs, chains or non-skid attachments are permitted (K42.4.1).
 12. Tyres: R.2.1 will be rigorously policed; slick tyres are permitted provided they comply with the requirements of R.2.2.
- 13 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) Competitors are asked to nominate a preferred scrutineering time on the entry form. The actual time of their Scrutineering will be stated in a bulletin despatched at least 5 days before the event.
 - c) Scrutineering and Documentation will take place at the Meirion Motors, Glanyrafon Industrial Estate, Aberystwyth (Map ref 135/610804).
 - d) Rally HQ is the Marine Hotel, Marine Terrace, Aberystwyth where the Official Notice Board will be situated for the duration of the event.
 - 14 No on-board cameras will be allowed without the agreement of the Clerk of the Course. Every such installation shall be approved by the event scrutineer.

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 any such 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 at 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 (K32.2.1). 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 Crew/Management Personnel 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 may be called before an RACMSA Disciplinary Tribunal.
6. **Noise:** The Organisers will appoint Judges of Fact to adjudicate on any instances of instantaneous factual occurrence or any other abnormal sound levels (including the back firing sound emissions created by some anti-lag devices). 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.

ARTICLE 15. TIMING AND CONTROLS

1. Timing of the event will be governed by the Target Timing Regulations (K34.1.1), using digital clocks operated by Officials under the control of an RACMSA 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 will consist 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 maximum 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) which 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 allotted 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 delay 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 when the crew submits the Time Card to the Official, provided that the car and both crew members are within the Control Area. Once a Competitors' 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 Controls.** 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.
 - (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 Control (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. ROUTE NOTES

1. Unauthorised pre-event practising or testing over the 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.

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| <ol style="list-style-type: none">3. Unauthorised reconnaissance or the use of pace notes is not permitted but subjective route notes authorised by the organisers may be used. Also, information from the Road Book or the official bulletins may be transferred to and from the authorised maps listed in these Supplementary Regulations, but no other source of route information may be used to mark maps or be carried inside the car during competition. The possession by a competitor of any form of notes, written or otherwise (not authorised by the organisers) relating to any special stage will be taken as evidence that the competitor has practiced. Subjective Route Notes have been compiled for the event by Brian Patterson and these will be supplied to all competitors by the organisers. The organisers intend to set up a trial stage on Friday 24th October to enable competitors to familiarise themselves with the subjective route notes. |
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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 and/or Management Personnel 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 their estate car derivatives, or on 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 instructions issued 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 Fermé.

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 a first offence and by **EXCLUSION** from the results for a 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 the least Stage Penalties.
3. The penalties in K39.1 apply unless specifically modified in these SR's.
4. a) It is at the discretion of an Environmental Scrutineer, a Driving Standards Observer or of the Organisers whether a car which causes excessive sound is **REFUSED A START/REFUSED PERMISSION TO PROCEED/OR EXCLUDED** at any time (K6.1, K6.1.2).
 b) A Driving Standards Observer's decision 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 within the time limit specified for those Competitors selected, will result in **EXCLUSION** from the results.

ARTICLE 19. AWARDS

- | | | | |
|----|--|--------|---|
| 1. | 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 | |
| x | (c) WSSCC Award | | |
| δ | 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 1997 | 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) The Teleflorist Coupe des Dames | | |
| | To the highest placed Lady Driver judged on a Class index of Performance | | |

The Teleflorist Coup des Dames Trophy, £250 & a floral tribute. ♣

(f) Ladies Award

The highest placed lady driver in the overall classification Teleflorist Vase

Plus The Express and Star Rose Bowl #

(g) Ford Motorsport Parts Bonus Scheme

To Group N Escort R S Cosworths in the overall classification

1 st .	£1000	*
2 nd .	£ 750	*
3 rd .	£ 500	*
4 th .	£ 250	*

(h) The Ford Rally Ka Championship

1 st .	Award & £500
2 nd .	Award & £300
3 rd .	Award & £200

(i) The Two Wheel Drive Challenge

Presented by Peter Lloyd Rallying to the highest placed driver of a two wheeled drive car
£100 voucher *

(j) The Nissan Micra Challenge

1 st .	£400
2 nd .	£300
3 rd .	£200
4 th .	£100
5 th .	£ 50

The Awards Presentation will take place at the Cinema Conference Centre Bath Street Aberystwyth at 20.00hrs

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.

♣ TO QUALIFY FOR THIS AWARD THE COMPETITOR MUST BE REGISTERED FOR BOTH THE **MINTEX NATIONAL RALLY SERIES** AND THE **TELEFLORIST COUPE DES DAMES**.

* TO QUALIFY FOR THESE AWARDS THE COMPETITOR MUST BE REGISTERED FOR THE **MINTEX NATIONAL RALLY SERIES**.

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.

ARTICLE 21. ADDITIONAL INFORMATION

- 1 **HOTEL ACCOMMODATION.** – Details of available accommodation can be obtained from The Aberystwyth Tourist Office telephone number 01970 617911.
2. **MAPS.** Ordnance Survey 1:25,000 and 1:50,000 series maps are available from Maps by Mail on 0181-399 4970.
3. **FILMING.** All parties wishing to make film or video recordings of any part of the event for commercial purposes **must** obtain the necessary permission from the Organisers beforehand. Every assistance will be given to *bona fide* applicants.
4. **PRESS/PHOTOGRAPHERS.** Press packs will be issued only to those persons who register with the Event Press Officer prior to the event.

Meirion Rally

SUPPLEMENTARY REGULATIONS

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

ARTICLE 1. ANNOUNCEMENT

The Wolverhampton & South Staffordshire Car Club Ltd in conjunction with Aberystwyth and District Motor Club will promote a National B permit special stage rally on Saturday 25th. October 1997. The event will be known as **THE MEIRION RALLY** and will be supported by **Meirion Motors of Aberystwyth**. The event will be a qualifying round of the following championship:

The Evans Windows Welsh Clubmans Forestry Stage Championship 1997.

ARTICLE 2. JURISDICTION

Delete (b)

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 Bulldog Rally competitor from Marine Terrace at approximately 10.45 hrs.

The first competitor will finish in Aberystwyth at about 15.45 hrs.

ARTICLE 6. CLASSES

1. The class structure will be :

- a) Open Classes

Class O1	Up to 1300cc
Class O2	1301cc to 1600cc
Class O3	1601cc to 2000cc
Class O4	Over 2000cc
- (b) Homologated Cars

Class N5	All Group N cars
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ARTICLE 7. IDENTIFICATION

Delete (c) & (e)

ARTICLE 8. ENTRIES

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. Management Packs are **NOT** available to Meirion Rally Competitors

ARTICLE 11. ROUTE AND ROAD BOOK

4. a) Ordnance Survey 1:50000 scale maps number 124 & 135 latest edition will be required.
- b) The route is approximately 100 miles, comprising approximately 5 Special Stages (100% forest tracks) which total approximately 42 miles with approximately 60 miles on public roads. The forests used will be Hafren, Tarenig, Myherin and Llanafan.

ARTICLE 17. SERVICING

1. Management vehicles are not permitted on The Meirion Rally.
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

1. 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 Club Scheme

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

ARTICLE 22. ACKNOWLEDGEMENTS

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

BULLDOG SECURITY PRODUCTS

Aberystwyth and District Motor Club
British Teleflower Services
Ceredigion County Council
Event Signs
Forestry Enterprise in Wales
H W Owen Ltd
Marine Hotel Aberystwyth
Police Forces of North Wales and Dyfed Powys
Total Office Products
Vaughan Allcock
West Midland Association of Motor Clubs

MINTEX

Allways Executive Travel Ltd.
Meirion Motors Aberystwyth
Evans Windows
Ford Motorsport
Gwynedd County Council
International Rally Drivers Club
Nissan Motorsports Europe Ltd.
Residents of Mid-Wales
Tynmouth Computers
Welsh Association of Motor Clubs
Cover photographs - SPEEDSPORT OF RUTHIN

MINTEX NATIONAL RALLY SERIES 1998

PROVISIONAL DATES

Round 1	February 28th. Bournemouth	The Winter Rally
Round 2	April 13 th . Aberdeen	The Granite City Rally
Round 3	May 9 th . Isle Of Man	The Steyr-Puch Manx Rally
Round 4	June 13 th .	The Kerridge National Rally
Round 5	July 18th.	Llandrindod Wells The Enterprise Printing
Round 6	September 26th.	National Forest Rally Swansea The Trackrod Forest Rally Leeds

Round 7

October 24th.

The Bulldog Rally

Aberystwyth