

*A Message from*  
**BULLDOG SECURITY PRODUCTS**

*I am happy to be able to welcome everyone to the Bulldog Rally, once again the final round of the popular Mintex National Rally Championship.*

*This year's major change to the format of the Wolverhampton and South Staffs Car Club's event is its return to Shrewsbury after an absence of many years. Coupled with this move is a particularly exciting innovation as for the first time the event will finish at the extensive Agricultural Showground in the heart of the town. I feel sure that Shrewsbury's ease of access and full range of facilities for the visitor will be welcomed by competitors, teams and supporters.*

*The move has an added bonus for us at Bulldog Security Products as we are based only a few miles away in Much Wenlock.*

*By concentrating the pre-event activities and the finish of The Bulldog Rally at the Showground, the residents of Shrewsbury and the surrounding area will have an unique opportunity to enjoy a variety of motorsport orientated entertainment. The climax will be the finish of The Bulldog Rally and crowning of The Mintex National Rally Champion when the crews return from Wales on Saturday afternoon.*

*The excitement does not end there - The Motoring News / Demon Tweeks Historic Rally Championship, The Always Travel Welsh Stage Championship and The Evans Windows Welsh Forestry Championship will also be brought to a thrilling finale at the Showground. To cap all that the one make championships for the Nissan Micra and the Ford Ka will reach their respective conclusions on Saturday afternoon.*

*We wish everyone success and look forward to seeing you all safe and sound for the celebrations at the Rally Finish at the Showground on the banks of the River Severn.*

*I Jordan.*

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

**SECURITY  
THROUGH  
STRENGTH**

# SUPPLEMENTARY REGULATIONS

These Supplementary Regulations incorporate the standard Regulations for events in the 1998 MINTEX NATIONAL RALLY CHAMPIONSHIP. A double lined box surrounds articles and clauses giving information specific to **The Bulldog Rally**; unboxed sections are common with other events in the MINTEX Championship.

Information exclusive to The **Bulldog Historic Rally** is surrounded by a single line box and that exclusive to **The Meirion Rally** is surrounded by a dashed line box

## ARTICLE 1. ANNOUNCEMENT

The Wolverhampton & South Staffordshire Car Club Ltd will promote a National A permit Multi-Use Special Stage Rally on Saturday 24th October 1998. The event will be known as **THE BULLDOG RALLY**. The event will be a qualifying round of the following championships:

- The 1998 Mintex National Rally Championship
- The 1998 Always Executive Travel Welsh National Rally Championship
- The 1998 Ford Rally Ka Championship
- The 1998 Nissan Micra Challenge
- The 1998 Lada Challenge
- The 1998 Evans Windows Welsh Forestry Stage Championship

The Wolverhampton & South Staffordshire Car Club Ltd will promote a National A permit Multi-Use Special Stage Rally on Saturday 24th October 1998. The event will be known as **THE BULLDOG HISTORIC RALLY**. The event will be a qualifying round of The 1998 Motoring News / Demon Tweeks Historic Rally Championship

The Wolverhampton & South Staffordshire Car Club Ltd will promote a National B permit Multi-Use Special Stage Rally on Saturday 24th October 1998. The event will be known as **THE MEIRION RALLY**. The event will be a qualifying round of the 1998 Evans Windows Welsh Forestry Stage Championship.

## ARTICLE 2. JURISDICTION

1. The events will be held under
  - (a) The 1998 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 '1998 MINTEX NATIONAL RALLY CHAMPIONSHIP'.
  - (c) The Regulations issued by the various Championships & Challenges of which these events form part.
  - (d) These Supplementary Regulations.
  - (e) Any written instructions the promoting Club may issue for the event.

## ARTICLE 3. AUTHORISATION

1.

(a) The '1998 MINTEX NATIONAL RALLY CHAMPIONSHIP' Permit Number:	CH98R5322
(b) The 1998 Always Executive Travel Welsh National Rally Championship	CH98WRC068
(c) The 1998 Ford Rally Ka Championship	CH98R5370
(d) The 1998 Nissan Micra Challenge	CH98R5395
(e) The 1998 Lada Challenge	CH98WR0045
(f) The 1998 Evans Windows Welsh Forestry Stage Championship	CH98WR0078

(g) The 1998 Motoring News / Demon Tweeks Historic Rally Championship	CH98R5360
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(h) The 1998 Evans Windows Welsh Forestry Stage Championship.	CH98WR0078
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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 Competitors Bulletins.

## ARTICLE 4. ELIGIBILITY

1. **THE BULLDOG RALLY** and **THE BULLDOG HISTORIC RALLY** are 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'.

**THE MEIRION RALLY** is open to Competitors (whether Entrant, Driver or Co-driver) holding valid National B, 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' and are fully elected members of a member club of the Welsh Association of Motor Clubs or The West Midlands Association of Motor Clubs.

2. Competitors are reminded of the RACMSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 1998 RACMSA Year Book.
3. All Competitors Licences, club membership cards (where applicable) and Championship Registration documents will be inspected at Documentation.

## ARTICLE 5. FORMAT

The programme of the meeting will be:

<b>Friday 9<sup>th</sup> October 1998</b>	- Entries Close at Standard Rate & Seeding takes place.		
<b>Thursday 15<sup>th</sup> October 1998</b>	- Competitors Bulletin posted		
<b>Thursday 15<sup>th</sup> October 1998</b>	- Road Books, service packs etc. posted if ordered		
<b>Tuesday 20<sup>th</sup> October 1998</b>	- Entries close finally		
<b>Friday 23<sup>rd</sup> October 1998</b>			
12.00 hrs	Rally HQ opens. The Radbrook Hall Hotel, Radbrook Road, Shrewsbury, Tel 01743 236676		
16.00 hrs	Noise Check, Scrutineering and Documentation open at the West Midlands Showground, Berwick Road, Shrewsbury		
21.00 hrs	Noise Check closes.		
21.15 hrs	Scrutineering and Documentation close.		
22.15 hrs	Starters and start times list published on notice board at Rally Headquarters.		
22.30 hrs	Rally HQ closes		
<b>Saturday 24th October 1998</b>			
07.00 hrs	Rally HQ opens – Supplementary scrutineering and documentation at West Midlands Showground		
	<b>Bulldog Rally</b>	<b>Bulldog Historic Rally</b>	<b>Meirion Rally</b>
1 <sup>st</sup> car starts The Rally in Newtown (Newtown is 35 miles from Shrewsbury)	08.00	09.00	08.40
1 <sup>st</sup> car finishes The Rally in Shrewsbury	17.00	16.15	15.30
Provisional results displayed in Rally HQ	19.30	17.30	17.00
Prizegiving at Rally HQ	21.00	20.00	19.00

## ARTICLE 6. CLASSES

1. The class structure for **THE BULLDOG RALLY** will be:
  - a) **GROUP 'N'**  
Cars conforming to FIA International Group N Regulations.  
Class N1: Up to and including 1400cc  
Class N2: Over 1400cc, 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 1400cc
- Class A6: Over 1400cc, up to and including 1600cc
- Class A7: Over 1600cc, up to and including 2000cc
- Class A8: Over 2000cc

c) CATEGORY 'B'

Cars complying with 1998 RACMSA Technical Regulations.

- Class B9: Up to and including 1400cc
- Class B10: Over 1400cc, 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 K42.1.1 or 2 must first apply to the Mintex National Rally Championship 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' – HISTORIC CARS

All vehicles in category H must comply in all respects with current safety requirements and possess a current RACMSA Vehicle Log Book and either an RACMSA or FIA Historic Vehicle Identity Form.

- Class H13: Cars manufactured before 31/12/ 67
- Class H14: Post Historic Rally Cars registered between 31/12/67 and 31/12/74

(e) CATEGORY 'D' - DIESEL CARS

- Class D15: For Diesel cars complying with RACMSA Regulations.

2. a) 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.

3. The class structure for **THE BULLDOG HISTORIC RALLY** will be:

a) Cars registered before 31.12.59'

- Class A1: Up to and including 1200cc
- Class A2: Over 1200cc, up to and including 1500cc
- Class A3: Over 1500cc

b) Cars registered between 1.1.60 and 31.12.67

- Class B1: Up to and including 1000cc
- Class B2: Over 1000cc, up to and including 1300cc
- Class B3: Over 1300cc, up to and including 1600cc
- Class B4: Over 1600cc, up to and including 2000cc
- Class B5: All Porsche 911s
- Class B6: Over 2000cc

c) All Historic cars registered after 1/1/67 and before 31/12/74

4. The class structure for **THE MEIRION RALLY** will be:

a) Open Classes'

- Class O1: Up to and including 1400cc
- Class O2: 1401cc, to 1600cc
- Class O3: 1601cc to 2000cc
- Class O4: Over 2000cc

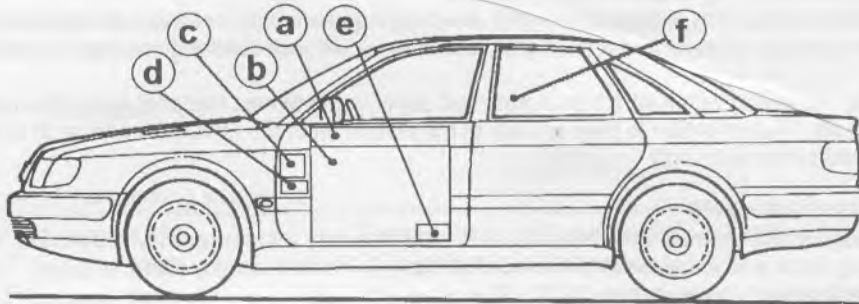
b) Homologated Class – vehicles complying with the current Group 'N' specifications.

- Class N1: All Group N cars



## 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 Championship identification.
  - a) The Official Event logo/title
  - b) The vehicle competition number
  - c) The official **MINTEX NATIONAL RALLY CHAMPIONSHIP** logo
  - d) Other advertising proposed by Event Organisers or Championship Promoters
  - e) Class & Group identification provided by the Championship 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 and must be fixed in the rear side window on each side, as far forward and as high 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 (c) and 8.9).
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 and Championships/Challenges.
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. a) The standard entry fee for The Bulldog Rally is **£435.00**, 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 - see Article 21.5) and additional service packs at £30 may be purchased by ordering on the entry form. Additional packs not requested on the entry form may be purchased at the organiser's discretion and subject to availability.  
N.B. Registered 'MINTEX NATIONAL RALLY CHAMPIONSHIP' contenders who compete in classes N1, A5 and B9 (up to 1400cc.) will receive a refund of £50.00 start money' from the Mintex Series Co-ordinator after the event, giving the net fee of £370.00 offered in these classes on all rounds of the Mintex Championship on 1998. However, the full entry fee must be paid before the event.

- b) The standard entry fee for THE BULLDOG HISTORIC RALLY is **£260.00**, 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 - see Article 21.5) and additional service packs at £30 may be purchased by ordering on the entry form. Additional packs not requested on the entry form may be purchased at the organiser's discretion and subject to availability.

- c) The standard entry fee for THE MEIRION RALLY is **£230.00**, inclusive of RACMSA Insurance & Permit fees (including Insurance Premium Tax and one service pack per competitor). Additional service packs at £30 may be purchased by ordering on the entry form. Additional packs not requested on the entry form may be purchased at the organisers' discretion and subject to availability. Management packs are **NOT** available to competitors on THE MEIRION RALLY.

9. a) The maximum total entry for the events is 180, 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**

**Aspley Farm**

**Slade Heath**

**Wolverhampton**

**WV10 7PG**

**Tel - 01902 790166 (strictly between 19.00 to 21.00 hrs only)**

**Fax - 01902 791044**

**Email - Bulldogral@aol.com**

11. The entry list opens with the publication of these Regulations and will close (at the standard fee) on **Friday 9th October 1998**. Late entries will be accepted, at the Organisers' discretion, on payment of an extra fee of **£50.00** until **Tuesday 20th October 1998**, 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 100 entries will then be chosen at the Organisers' discretion.

12. Fees for accepted entries withdrawn up to **Friday 9th October 1998** will be refunded in full, less **£50.00** administration fee. Those withdrawn after the above date, but up to fourteen days before the event, will be refunded less **£75.00** 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 that 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.a) Event

<b>RACMSA Steward</b>	Jonathan Lord
<b>Stewards</b>	Bill Troughear John Skinner
<b>Chairman of the Organising Committee</b>	Jayne Houghton
<b>Clerk of the Course</b>	John Trevethick
<b>Clerk of the Course Bulldog Historic Rally</b>	Ray Lloyd
<b>Deputy Clerk of the Course</b>	Gareth Thomas
<b>Secretary of the Meeting</b>	Andrea Johnson (01584 891349 (h)) Richard Felgate (01922 692385 (h))
<b>Chief Marshal</b>	Mervyn Johnson, Kevin Page
35 Ash Tree Road, Pelsall, Walsall, WS33 4LR	Andy Beech, Jim Cornes, John Corns, Nigel Dawes, Steve Fellows, Andy Pickering, Paul Price, Phil Swanborough, David Talbot
<b>Safety Officers</b>	Mike Sadler-Brookes
<b>Area Co-ordinators</b>	
<b>Entries Secretary</b>	Aspley Farm, Slade Heath, Wolverhampton, WV10 7PG. Tel 01902 790166 (strictly only 19.00 to 21.00 hrs please) Fax 01902 791044
<b>Officials co-ordination</b>	Sally Lloyd
<b>Headquarters co-ordination</b>	Jayne Houghton
<b>Eligibility Scrutineers</b>	Mike Harris, Geoff Doe
<b>Eligibility Scrutineer (Bulldog Historic)</b>	John Hopwood
<b>Chief Scrutineer</b>	Brian Gerry
<b>RACMSA Timekeeper</b>	Vaughan Allcock
<b>Driving Standards Observer</b>	Jack Romain
<b>Results Service</b>	Tynemouth Computer Services
<b>Field Results Co-ordinator</b>	Sarah Morris
<b>Service Area Co-ordinator</b>	Phil Jones
<b>Radio Co-Ordinator</b>	Harold Hicken
<b>Chief Medical Officer</b>	Dr. Ian Pickton Robinson
<b>Competitors Liaison Officer</b>	Dilys Rogers
<b>Competitors Liaison Officer (Bulldog Historic)</b>	Ray Dale
<b>Event Press Officer</b>	John Clewer
82 Trysull Road, Bradmore Wolverhampton, WV3 7JF, Tel 01902 337974, Fax 01902 578804 Email - john.clewer@virgin.net	
<b>Press Consultant</b>	Derek Hill
<b>Noise Test Official</b>	John Arnold

### 2. REGIONAL AND OTHER CHAMPIONSHIPS

MINTEX CHAMPIONSHIP	Roger Evans	-01656 863888
MINTEX CHAMPIONSHIP PRESS OFFICER	Kieth McGhie	-01274 671112
MINTEX CHAMPIONSHIP COMPETITOR LIAISON OFFICER	Dilys Rogers	-01530 222958
MOTORING NEWS/DEMON TWEEDS HISTORIC RALLY CHAMPIONSHIP	John Horton	-0121 378 2828
MN / DT HISTORIC RALLY CHAMPIONSHIP CLO	Ray Dale	-01706 650553
FORD KA CHAMPIONSHIP	Peter Griffiths	-01323 890184
NISSAN MICRA CHALLENGE	Simon Aldridge	-01480 493526
LADA CHALLENGE	Martin Shaw	
Allways Executive Travel Welsh National Rally Championship	Steve Gregg	- 01746 765386
Evans Windows Welsh Forestry Stage Championship	Richard Wheeler	- 01905 770907

## ARTICLE 10. RESULTS

1. Provisional results will be published within two hours of the finish of the event. Protests must be made in accordance with O5 and Appeals in accordance with O6. Resumé 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 a 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 & Subjective Route Notes can be posted approximately 7 days prior to the event.

4. a) Ordnance Survey maps No 124, 125, 126, 135 and 136: 1:50,000, latest edition, will be required.

b) The route is made up of approximately:

Event	Number of Stages	Stage Mileage	Road Mileage
Bulldog Rally	9	80	148
Bulldog Historic Rally	6	56	142
Meirion Rally	4	42	125

All stages of all events will be 99% on forest tracks and 1% on mixed surfaces.

The forests to be used will be among Dyfi, Gartheiniog, Dyfnant, Hafren, Tarenig, Myherin and Taliesin.

## ARTICLE 12. SCRUTINEERING AND DOCUMENTATION

- At Scrutineering cars will be examined for compliance with the 1998 RACMSA Tyre, Technical and Safety Regulations as well as for class eligibility (attention is drawn to E13, K42 and Q). Each Entrant and driver will be assumed to have full knowledge of the car and it's eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.
- A validated RACMSA Rally Special Stage Vehicle Log Book (K42.1.4/E12.3.2) 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**.

Competitors competing in the historic classes of The Bulldog Rally & all competing in The Bulldog Historic Rally must also make available at scrutineering a FIA or RAC Historic Vehicle identity form.

- FIA/FISA Homologation Forms valid for 1998 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 either lead to re-classification (where appropriate) to Class B9, B10, B11 or B12 (Article 6.1) or to a **REFUSED START** or **EXCLUSION**.
- All cars shall have fire extinguishing systems as follows: - All classes - as per 1998 RACMSA requirements (Q3).
- Safety Helmets will be examined and must conform to current regulations (Q10) and must be worn on Special Stages (K38.1.3).
- Cars shall have fitted and the Driver and Co-driver shall use seat belts in conformity with Q2.1.2 and K38.1.4.
- Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage rallies (Q9, K38.1.5).
- All cars must be taxed and insured for the Public Highway (K42.8.1).
- 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:** R2.1 will be rigorously policed; slick tyres are permitted provided they comply with the requirements of R2.2.

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| <ol style="list-style-type: none"><li>13 a) The Organiser will conduct a static Sound Test both prior to the start and during the event. This will be conducted in accordance with RACMSA E13.7.8, all Competitors vehicles must pass these tests which will allow for a <b>MAXIMUM OF 100 DB (A) AT 4500RPM USING THE 0.5 METRE TEST</b>. Failure to do so will result in penalties as under Article 18.4. (a).</li><li>b) Scrutineering and Documentation will take place at the West Midlands Showground, Shrewsbury. Cars must be presented at Scrutineering in the same condition as they intend to compete, which includes the display of competition numbers complying with E12.13.11.</li><li>c) Competitors are asked to nominate a preferred scrutineering time on the entry form. At least 5 days before the event, Competitors will be sent a schedule showing their actual time at scrutineering.</li><li>d) Competitors must have signed-on and completed all documentation within 1 hour of their scheduled arrival time at scrutineering, otherwise they may be deemed a non-starter and their start number may be allocated to a reserve.</li><li>e) Rally HQ is the Radbrook Hall Hotel, Shrewsbury where the Official Notice Board will be situated for the duration of the event. (A copy of the official notice board will be located at the signing on venue on Friday evening.)<br/>Rally HQ opening hours will be:     Friday 23rd October 1998     12.00-22.30hrs<br/>  Saturday 24th October 1998     07.00-22.00hrs<br/>Rally HQ telephone number is:     01743 236676</li><li>f) Competitors wishing to carry a video camera in the car during the event must declare this to the scrutineer at scrutineering and then complete the necessary documentation.</li></ol> |
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### 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. The names of these Officials will be promulgated in an Official Bulletin, which will be posted on the Official Notice Board.
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. a) 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.
- b) Any cases reported to the RACMSA Limited by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of Rule O1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally) and the competitor concerned will be liable to be called before a Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may, itself, give rise to contravention of O1.1.4.
6. **Noise:** The Organisers will appoint Judges of Fact, one of who will be the RACMSA Environmental Inspector, 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	<b>Bogey Time</b>
(ii)	Over Bogey under Target	<b>Actual Time Taken</b>
(iii)	Over Target	<b>Target Time</b>

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. 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). See K35.2, K35.2.1, K35.3 and K35.3.1.
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.



13. Competitors may be required to start certain Special Stages at intervals of 30 seconds.

## ARTICLE 16. ROUTE NOTES

1. Unauthorised pre-event reconnaissance, 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 (K33.9.1).

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.

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. The sole authorised suppliers of Subjective Route Notes for the event are Brian and Liz Patterson of 7 Mountainvale Gardens, Glengormley, Newtownabbey, Co. Antrim, BT36 7AH. Tel 01232 844111 who should be approached regarding their supply. The organisers intend to set up a trial stage on Friday 24<sup>th</sup> October to enable competitors to familiarise themselves with the subjective route notes.

## 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 report which results in the imposition of 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 Bulldog Rally

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 1998	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
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#### (e) The Castrol Coupe des Dames

To the highest placed Lady Driver judged on a Class index of Performance		
The Castrol Coup des Dames Trophy.		♣

#### (f) Ladies Award

The highest placed lady driver in the overall classification	The Express and Star Rose Bowl	#
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#### (g) Ford Motorsport Parts Bonus Scheme

To Group N Escort R S Cosworths in the overall classification		
1st.	£1000	*
2nd.	£ 750	*
3rd.	£ 500	*
4th.	£ 250	*

#### (h) The Ford Rally Ka Championship

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

#### (i) The Nissan Micra Challenge

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

#### (j) The Two Wheel Drive Challenge

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

The Awards Presentation will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 21.00hrs  
**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 Championship** and the **Castrol Coupe des Dames**.

\* To qualify for these awards the Competitor must be registered for the **Mintex National Rally Championship**.

### 2. The Bulldog Historic Rally

The following awards will be presented :-

#### (a) General Classification Awards

1st Overall Crew	Awards
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#### (b) Class Awards

1st crew in each class	Awards
2nd crew in each class (subject to 5 entries in the class)	Awards

The Awards Presentation will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 20.00hrs

3. **Meirion Rally**

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

The Awards Presentation will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 20.00hrs

4. NOTE - ALL award winners MUST be present at the Prize Giving.  
Non-appearance will result in the forfeiture of Awards.  
Winners of the overall classification are not eligible for the class awards.

## ARTICLE 20. INSURANCE

1. Competitors must be able to produce their insurance documents at signing if required, failure to do so may result in the refusal of a start.

All competitors must either -

Extend their own Private Motor Insurance in accordance with B.9.4.2 (b).

or

Comply with the requirements of the Bradstocks Motor Sports Club Scheme.

2. **Bradstocks Motor Sports Club Scheme**

The Club has received from Bradstock Insurance Brokers a Blanket Certificate of Insurance under the above scheme to provide competitors who need to use the scheme to obtain Third Party Cover to meet RTA requirements on the road sections of the events.

3. The basic rate premium for the events (before any loadings) will be £17.00 for either THE BULLDOG RALLY or THE BULLDOG HISTORIC RALLY and £12.50 for THE MEIRION RALLY. All premiums include Insurance Premium Tax.

4. To take advantage of the Scheme each competitor must either -  
(a) Have a valid NES letter in force with no loading applicable  
or  
(b) Comply with the Bradstock Declaration (see 6 below)  
or  
(c) Complete a Bradstock Declaration Form

5. Competitors who can comply with 4(a) or 4(b) above, simply pay the required premium and sign on the insurance signing on form and initial as appropriate. If a competitor can comply with the Bradstock Declaration they do not have to complete the actual Declaration Form itself.  
Competitors who do not comply with 4(a) or 4(b) must complete a Bradstocks Declaration Form and return it to the Entries Secretary 14 days prior to the event.

6. The Bradstock Declaration

I declare I have -

- (i) I am over 17 Years of Age and Held a Full Licence for at least 6 Months
- (ii) No more than 1 Fault Accident in the last 3 Years
- (iii) No convictions other than a Maximum of 6 Speeding Points
- (iv) No physical or Mental Disabilities
- (v) No other material facts to disclose.

(All Material Facts must be disclosed. Material facts are those likely to influence the acceptance or assessment of this your risk. Failure to disclose Material Facts may lead to the Insurer declaring the resultant cover to be null and void. If you are in any doubt about facts that may be considered to be material these should be disclosed for your own protection. )

## ARTICLE 21. ADDITIONAL INFORMATION

Details of accommodation in the Shrewsbury area can be obtained from **THE TOURIST INFORMATION CENTRE**, The Square, Shrewsbury, SY1 1LH, Tel 01743 350761, Fax 01743 355323.

## ARTICLE 22. ACKNOWLEDGEMENTS

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

### BULLDOG SECURITY PRODUCTS

Alan Brown (Questmead)

British Teleflower Services

Event Signs

Forestry Enterprise in Wales

International Rally Drivers Club

Nissan Motorsports Europe Ltd.

Police Forces of Dyfed Powys, Mercia and North Wales

Shropshire Rally School

Total Office Products

Welsh Association of Motor Clubs

Cover photographs - SPEEDSPORT OF RUTHIN

Allways Executive Travel Ltd.

CSS Television

Furrows of Shrewsbury

Gwynedd County Council

John Horton

Peugeot Rally Club

Shrewsbury & Atcham Borough Council

Tynemouth Computers

West Midland Association of Motor Clubs

### MINTEX

Brian & Liz Patterson

Evans Windows

Ford Motorsport

H W Owen Ltd

North East Rally Maps

Rallytime

Residents of Mid-Wales

Vaughan Allcock