

WELCOME from BULLDOG SECURITY PRODUCTS

It is with great pleasure that I welcome everyone to the fifth Bulldog Rally.

This year's event will be the last Mintex National Championship round of the twentieth century!

For the second year The Wolverhampton and South Staffs Car Club organising team have based the event in our own County Town of Shrewsbury, a decision that gives us much pleasure.

I do not need to remind you of last year's weather and when I wrote that we would be pleased to see you at the finish ON the banks of The Severn little did I realise that the finish was soon to be swallowed by the flooded river.

The second thing I do not need to remind you about last year's event is Alister McRae's awe inspiring winning drive. Who knows what exciting entries will grace this year's rally?

To be on the safe side the focal point of the event in Shrewsbury has been moved to the Livestock Market, with its ten acres of tarmac well above the flood level of the river it makes an ideal venue. The Market has the added advantage of ease of access directly off the by-pass, well away from the congested town centre.

This year we are particularly pleased to welcome Peugeot, who join Ford in making The Bulldog Rally the last round in their one make championship.

We look forward to seeing our special friends from the Historic Rally fraternity with their own prize fund in the Meirion Clubmans Rally.

We know the 1999 Bulldog Rally will be another memorable event and the weather this year can only be kinder.

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

SUPPLEMENTARY REGULATIONS

These Supplementary Regulations incorporate the standard Regulations for events in the **1999 MINTEX NATIONAL RALLY CHAMPIONSHIP**. Articles and clauses giving information specific to this event are boxed; un-boxed sections are common with other events in the Championship.

NB: Section K in the MSA Competitors' Yearbook has been substantially re-written for 1999.

ARTICLE 1. ANNOUNCEMENT

1. The Wolverhampton and South Staffordshire Car Club Ltd will promote a **National A** permit Special Stage Rally on Saturday 23rd October 1999. The event will be known as **The Bulldog Rally**.
The event will be a qualifying round of the following championships:

The **1999 MINTEX NATIONAL RALLY CHAMPIONSHIP**

The Allways Executive Travel Welsh National Rally championship

The 1999 Peugeot 106 Super Cup

The 1999 Ford Rally Ka Championship

2. The Wolverhampton and South Staffordshire Car Club Ltd will promote a **National B** permit Special Stage Rally on Saturday 23rd October 1999. The event will be known as **The Meirion Rally**.
The event will be a qualifying round of the following championship:

The Evans Windows Welsh Clubmans Rally Championship 1999

ARTICLE 2. JURISDICTION

The event will be held under

- (a) The 1999 General Regulations of the Royal Automobile Club Motor Sports Association Limited (MSA) (incorporating the provisions of the International Sporting Code of the FIA).
- (b) The Championship Regulations of the **'1999 MINTEX NATIONAL RALLY CHAMPIONSHIP'**.
- (c) The Regulations issued by the various Championships of which this event forms part.
- (d) These Supplementary Regulations.
- (e) Any written instructions the promoting Clubs may issue for the event.

ARTICLE 3. AUTHORISATION

1. (a) The **'1999 MINTEX NATIONAL RALLY CHAMPIONSHIP'** Permit Number: 99R5390

(b)	The Allways Executive Travel Welsh National Rally Championship	99R5390
(c)	The 1999 Peugeot 106 Super Cup	99R5321
(d)	The 1999 Ford Motorsport Ka Rally Championship:	99WR068
(e)	The Evans Windows Welsh Clubmans Rally Championship 1999	99WR044

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

3. MSA 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 Royal Automobile Club 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 A , B or International Licences issued by the Royal Automobile Club 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 MSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 1999 MSA 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 8th October 1999	- Seeded entry list closes
Thursday 14th October 1999	- Competitors Bulletin posted
Thursday 14th October 1999	- Road books, Service / Management information & Route Notes posted if ordered
Thursday 14th October 1999	- Entries finally close
Thursday 21st October 1999	

16.00hrs	Rally HQ at The Radbrook Hall Hotel, Shrewsbury opens
18.00hrs	Rally HQ at The Radbrook Hall Hotel, Shrewsbury closes

Friday 22nd October 1999

09.00 hrs	Rally HQ opens
16.00 hrs	Noise Check opens
16.30 hrs	Scrutineering and Documentation at Shrewsbury Livestock Market opens
20.30 hrs	Noise Check closes
21.00 hrs	Scrutineering and Documentation at Shrewsbury Livestock Market closes
22.15 hrs	Start times list published at rally H Q
22.30 hrs	Rally HQ closes

Saturday 23rd October 1999

07.00 hrs	Rally HQ opens
07.00 hrs	Scrutineering and Documentation at Shrewsbury Livestock Market by appointment only
07.30 hrs	Bulldog Rally Starts, Powis Castle, Welshpool (N.B. Welshpool is approximately 22 miles west of Shrewsbury)
10.30 hrs	Meirion Rally Starts, Powys College, Newtown (N.B. Newtown is approximately 35 miles west of Shrewsbury)
16.30 hrs	Meirion Rally Finishes, Shrewsbury Livestock Market
17.00 hrs	Bulldog Rally Finishes, Shrewsbury Livestock Market
17.30 hrs	Provisional results for the Meirion Rally posted
19.00 hrs	Awards Presentation for Meirion Rally at the The Radbrook Hall Hotel, Shrewsbury
19.30 hrs	Provisional results for the Bulldog Rally posted
21.00 hrs	Awards Presentation for Bulldog Rally at the The Radbrook Hall Hotel, Shrewsbury
22.00 hrs	Rally HQ closes.

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 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 1999 MSA Technical Regulations.

Class B9:	Up to and including 1400cc
Class B10:	Over 1400cc, up to and including 1600cc
Class B11:	Any car 1600cc to 2000cc, to include normally aspirated 2 wheel drive cars over 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 K37.1.1. 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 MSA and such vehicles will be driven by registered contenders only.

d) CATEGORY 'H' HISTORIC AND POST HISTORIC VEHICLE CLASSES

All vehicles in Category 'H' must comply in all respects with current MSA safety requirements and be in possession of a current MSA vehicle log book.

Class H13:	Historic Rally Cars Registered before 31/12/67.
Class H14:	Historic Rally Cars Registered after 31/12/67 and before 31/12/74.

e) CATEGORY 'D' DIESEL CARS

Class D15:	For Diesel cars complying with MSA Regulations.
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- f) The class structure for **THE MEIRION RALLY** will be:
- CATEGORY 'H'**
 Historic and Post Historic Cars
 Class H15: Historic Rally Cars Registered before 31/12/67
 Class H16: Historic Rally Cars Registered after 31/12/67 and before 31/12/74
- CATEGORY 'O'**
 Cars complying with 1999 MSA Technical Regulations.
 Class O1: Up to and including 1400cc
 Class O2: Over 1400cc, up to and including 1600cc
 Class O3: Any car 1600cc to 2000cc
 Class O4: Over 2000cc
- GROUP 'N'**
 Cars conforming to FIA International Group N Regulations
 Class N1: All Group 'N' cars

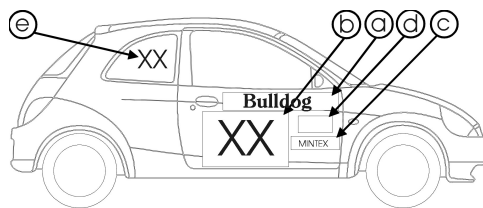
2. a) Cars with forced induction will have their engine capacity increased by 70% to establish their class.
 b) Should any class have less than five entries, the Organisers reserve the right to amalgamate two or more classes or reduce the awards list as deemed appropriate.

3. Other Championships - Where classes in various other Championships differ from those for this event, the relevant Co-ordinator will be responsible for the allocation of points.

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 **THE BULLDOG RALLY** official event logo/title
 b) The vehicle competition number
 c) The Mintex logo
 d) Other advertising supplied by Championships
 e) High visibility competition numbers displayed on the clear glass rear side windows



Competitors must display regulation size black numbers, on a white background, on both sides of the car (E11.3.11 & K10.1.2). 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) 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.

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.
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 (E3.1.5).

8. The Standard Entry Fee for the **Bulldog Rally** is **£425**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax), one Subjective Route Note Book (in 1 of 3 alternative formats - see Article 16.3) and one Service Pack per Competitor. **MINTEX REGISTERED COMPETITORS COMPETING IN CLASSES A5, B9 AND N1 WILL RECEIVE A £50 ENTRY FEE REFUND AT SIGNING ON.** Management Packs at £40 (which include a Road Book - see Article 21.6) and additional Service Packs at £30 may be purchased by ordering on the Entry Form. **It will not be possible to purchase additional Management Packs and/or Service Packs after the closing date for entries.**
9. The Standard Entry Fee for the **Meirion Rally** is **£240**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax), one Subjective Route Note Book (in 1 of 3 alternative formats - see Article 16.3) and one Service Pack per Competitor. Management Packs at £40 (which include a Road Book - see Article 21.6) and additional Service Packs at £30 may be purchased by ordering on the Entry Form. **It will not be possible to purchase additional Management Packs and/or Service Packs after the closing date for entries.**
10. The maximum entry for both events combined is 180, plus 5 reserves. The Organisers reserve the right to cancel the events if less than 100 entries are received.
11. All entries must be made on the Official Entry Form, be accompanied by the correct fees and sent to:

Mike Sadler-Brookes, Entries Secretary
The Bulldog Rally, Aspley Farm, Slade Heath, Wolverhampton, WV10 7PG
Phone: 01902 798767 Fax: 01902 791044
E-mail: Buldogral@aol.com
12. The entry list opens with the publication of these regulations. Fully paid entries received **before Friday 8th October 1999** will be seeded and will receive route and servicing information prior to the event. The entry list will **close finally on Thursday 14th October**. Any entries received or paid for **between Friday 8th October and Thursday 14th October** will be added to the end of the entry list and may be seeded on the final starters list. Route or servicing information will not be available prior to the event for these entries.
13. Fees for accepted entries withdrawn up to **Friday 8th October 1999** will be refunded in full. Those withdrawn after **Friday 8th October 1999** and before **Thursday 14th October** will be refunded less £25. Those withdrawn on or after **Thursday 14th October 1999** and before **Thursday 21st October** will be refunded less £50. No other refunds will be considered.

 Withdrawn entries **must be advised to the Entries Secretary, in writing** either by post, fax or e-mail.

 Reserve entries who are not accepted will have their entry fees refunded in full, subject to E4.2.6.
14. In the event that the rally is cancelled or postponed, entrants will have their entry fees refunded less **£5.00** administration costs (E3.3.1).

ARTICLE 9. OFFICIALS

1. a) Event

RACMSA Steward
Stewards

Chairman of the Organising Committee

Bill Troughear
John Skinner
Ian Winter
Jayne Houghton

Clerk of the Course	John Trevethick
Clerk of the Course Meirion Rally	Ray Lloyd
Deputy Clerk of the Course	Gareth Thomas
Secretary of the Meeting	Andrea Johnson (01584 891349 (h))
Chief Marshal	Richard Felgate (01922 692385 (h))
35 Ash Tree Road, Pelsall, Walsall, WS33 4LR	Mervyn Johnson, Kevin Page
Safety Officers	Jim Cornes, John Corns, Nigel Dawes, Steve
Area Co-ordinators	Fellows, Andy Pickering, Paul Price, Phil
	Swanborough, David Talbot
Entries Secretary	Mike Sadler-Brookes
Aspley Farm, Slade Heath, Wolverhampton, WV10 7PG.	
Phone 01902 798767 Fax 01902 791044	
Officials co-ordination	Sally Lloyd
Headquarters co-ordination	Jayne Houghton
Eligibility Scrutineers	Mike Harris, Geoff Doe
Chief Scrutineer	Dave Bolas
Timekeeper	Vaughan Allcock
Noise Test Official	John Arnold
Driving Standards Observer	Jack Romain
Results Service	Tynemouth Computer Services
Field Results Co-ordinator	Sarah Morris
Service Area Co-ordinators	Neil Cooper, Kevin Witton
Scrutineering Co-ordinator	Phil Jones
Radio Co-Ordinator	Harold Hicken
Chief Medical Officer	Dr. Ian Pickton Robinson
Competitors Liaison Officer	Dilys Rogers
Event Press Officer	John Clewer
82 Trysull Road, Bradmore Wolverhampton, WV3 7JF, Tel 01902 337974, Fax 01902 578804	
Email - john.clewer@virgin.net	

2. REGIONAL AND OTHER CHAMPIONSHIPS

MINTEX CHAMPIONSHIP CO-ORDINATOR	Stan Griffin	-01656 863888
MINTEX CHAMPIONSHIP PRESS OFFICER	Kieth McGhie	-01274 671112
MINTEX CHAMPIONSHIP COMPETITOR LIAISON OFFICER	Dilys Rogers	-01530 222958
PEUGEOT 106 SUPER CUP CO-ORDINATOR	Stella Boyles	-01203 884674
FORD KA CHAMPIONSHIP CO-ORDINATOR	Peter Griffiths	-01656 863888
Allways Executive Travel Welsh National Rally Championship	Steve Gregg	-01746 765368
Evans Windows Welsh Forestry Stage Championship	Richard Wheeler	-01905 770907

Telephone calls to officials home numbers - **ONLY before 21.00 hrs please.**

ARTICLE 10. RESULTS

- 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.
- 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 K3.3.1 and K3.3.2.

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).

3. Only by prior request, the Road Book, Service Book, Management Pack & Subjective Route Notes can be made available 7 days prior to the event.

4. a) Ordnance Survey maps No's 124, 125, 126, 135 & 136 of the Landranger 1:50,000, latest edition, cover **The Bulldog Rally** route. The special stages are shown on 1:25000 scale maps, number 23 of the Outdoor Leisure series and 213,214,215 and 239 of the Explorer series.
- b.) The total **Bulldog Rally** route is approximately 185 miles, including approximately 9 Special Stages, which total approximately 80 miles, all on Forestry Enterprise roads.
5. a) Ordnance Survey maps No's 125, 126, 135 & 136 of the Landranger 1:50,000, latest edition, cover **The Meirion Rally** route. The special stages are shown on 1:25000 scale maps numbers 213,214, 215 and 239 of the Explorer series.
- b.) The total **Meirion Rally** route is approximately 120 miles, including approximately 5 Special Stages, which total approximately 42 miles, all on Forestry Enterprise roads.

ARTICLE 12. SCRUTINEERING AND DOCUMENTATION

1. At Scrutineering cars will be examined for compliance with the 1999 MSA Tyre, Technical and Safety Regulations as well as for class eligibility (attention is drawn to E12, K37 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.
2. A validated MSA Rally Special Stage Vehicle Log Book (K25.2/K37.2/E11.3.2) 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 categories must also make available at scrutineering a FIA or RAC Historic Vehicle identity form.

3. FIA/FISA Homologation Forms valid for 1999 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**.
4. All cars shall have fire extinguishing systems as follows:-
All classes - as per 1999 MSA requirements (Q3).
5. Safety Helmets will be examined and must conform to current regulations (Q10) and must be worn on Special Stages (K25.3).
6. Cars shall have fitted and the Driver and Co-driver shall use seat belts (K25.3.1) in conformity with Q2.1.2 and K37.8.3.
7. Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage rallies (Q9, K25.3.2).
8. All cars must be taxed and insured for the Public Highway (K37.9.1).
9. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate (K37.9.1). 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 (K37.5.1).
12. **Tyres:** R2.1 will be rigorously policed; slick tyres are permitted provided they comply with the requirements of R2.2.
- 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 MSA K5 & E12.7.8, all Competitors vehicles must pass these tests which will allow for a **MAXIMUM OF 100 DB(A) AT 4500RPM USING THE 0.5 METRE TEST**. Failure to do so will result in penalties as under Article 18.4.(a).

- b) Scrutineering and Documentation will take place at the Shrewsbury Livestock Market.
Cars must be presented at scrutineering in the same condition as they intend to compete, which includes the display of competition numbers complying with E11.13.11.

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. Should an entrant fail to indicate a scrutineering time the promoters will nominate a time. Failure to comply with the published scrutineering timetable may result in the competitor experiencing prolonged delays.

- d) Rally HQ is the The Radbrook Hall Hotel, Shrewsbury where the Official Notice Board will be situated for the duration of the event.

Rally HQ opening hours will be:

Thursday 21st October 1999	16.00-18.00hrs
Friday 22nd October 1999	09.00-22.30hrs
Saturday 23rd October 1999	07.00-22.00hrs

- 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.

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 (K35.4). 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 K31(p) and may be reported to the MSA 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 (K35.4). 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 K24.2.11 and K24.2.16. 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 (K24.2.11(c)).
4. The Organisers will appoint Driving Standards Observers in accordance with C13 and K24.2.12.
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 K31(k) and/or K31(l), K24.2.14, K34.2 and K34.2.1 and may be called before an MSA Disciplinary Tribunal.
b) Any cases reported to the MSA 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 MSA 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 (K30), using Omega digital clocks operated by Officials under the control of an MSA approved 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 (K30.4(h) 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 (K30.4(f)), 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 K28.8.
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 (K25.12).
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 K29.3, K29.3.1 and K29.3.2.
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 any subsequent MC(OUT) with Zero lateness. *i.e.* lateness is accumulated only between two successive MC's.
- (vi) Certain MC(OUT) will be designated as Regrouping Controls (K30.4(j)).

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 K25.12. 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** (K25.9.1 and K31(p)).

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:

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** (K31(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.

13. Competitors may be required to start certain Special Stages at intervals of 30 seconds.
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ARTICLE 16. ROUTE NOTES

- 1. Unauthorised pre-event reconnaissance, practising or testing over the Special Stages on this event is forbidden (K6.2 and K26.6).
- 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 and details of the occurrence will be passed to The MSA and further action may ensue.

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| <ul style="list-style-type: none"> 3. Subjective Route Notes. All Competitors will be supplied with a comprehensive set of Subjective Route Notes, made by the ANCRO approved supplier in one of the systems - <ul style="list-style-type: none"> (a) the "number" system (1=least sharp & 7=most sharp) or (b) the "number" system (7=least sharp & 1=most sharp) or (c) the descriptive system. |
|--|

Competitors should indicate on the Entry Form which system of notes they require. Please note once ordered, the type of notes requested cannot be changed and if a competitor neglects to indicate which system is preferred then (a) above will be provided.

In all instances, competitors are advised that the Organisers accept no liability or responsibility in the use of 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 K31(n), 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 K31 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 (K5).

- 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 (K31(l)).
5. Competitors are reminded of K24.2.8 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

19 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 1999	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 ANCRO Coupe des Dames

To the highest placed Lady Driver Registered in the Mintex Championship on Class index of performance	The ANCRO Coup des Dames Trophy.
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(f) Ladies Award

The highest placed lady driver in the overall classification	The Express and Star Rose Bowl	#
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The Awards Presentation for the Bulldog Rally will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 21.00hrs

2. The Meirion Rally

The following awards will be presented: -

(a) General Classification Awards

1st Overall Crew	Awards
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(b) Historic Category Award

Highest placed Crew in the Historic Category (subject to five entries in the category)	£500
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(c) Class Awards

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

The Awards Presentation for the Meirion Rally will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 19.00hr.

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.

3. Additional awards may be presented by the Organisers of the Event.

ARTICLE 20. INSURANCE

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.

1. 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 £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.)

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ARTICLE 21. ADDITIONAL INFORMATION

1 Hotel Accommodation.

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.

2. **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.

3. **Press/Photographers.** Press packs will be issued only to those persons who register with the Event Press Officer prior to the event.

ARTICLE 22. ACKNOWLEDGMENTS

Wolverhampton And South Staffs Car Club gratefully acknowledges the assistance and encouragement supplied by -

Bulldog Security Products of Much Wenlock		MINTEX
Alan Brown (Questmead)	Allways Executive Travel Ltd.	British Teleflower Services
CSS Television	Evans Windows	Eventsigns
Furrows of Shrewsbury	Ford Racing	Forestry Enterprise in Wales
Gwynedd County Council	H W Owen Ltd	International Rally Drivers Club
North East Rally Maps	Peugeot	Rallytime
Police Forces of -	Dyfed Powys, Mercia and North Wales	Residents of Mid Wales
Shrewsbury & Atcham Borough Council	Total Office Products	Tynemouth Computers
Vaughan Allcock	Welsh Association of Motor Clubs	
West Midland Association of Motor Clubs		
Cover photograph - Speedsport Photography		

2000 NATIONAL RALLY CHAMPIONSHIP CALENDAR – PROVISIONAL

Date	Event	Contact
26 Feb	Rallye Sunseeker	Lynne Davison, 3 Briton Close, Sanderstead, Surrey. CR2 0JH Tel: 0181 4071565 (H) Fax: 0181 657 4450 (H)
8 Apr	The Granite City Rally	Gerry Potter, Sunnyside of Gight, Methlick, Ellon, Aberdeenshire AB41 7JD Tel: 01651 806884
13 May	Steyr-Puch Manx National Rally	John Skinner, 6 Berkley Street, Douglas, Isle of Man IM2 3QA Tel: 01624 626543 (H) Fax: 01624 661314
17 Jun	Kerridge National Forest Rally	David Lancaster, Linkhill View, Frith Common Tenbury Well, Worcestershire WR15 8JX Tel: 01584 881549 Fax: 01584 881539
22 Jul	Enterprise Printing National Rally	David Williams, Hafren, 7 Penygaer Road Llanelli, Carmarthen, SA14 8RU Tel/Fax: 01554 772818 (H)
23 Sept	The Centurion Rally	Ron Jackson, 13 Kielder Avenue Cramlington, Northumberland NE2 8JT Tel: 01670 734191
21 Oct	Bulldog Rally	John Trevethick, 24 Knights Avenue, Tettenhall, Wolverhampton, WV6 9QA Tel: 01902 752063 Fax: 01902 741418 (H)