

WELCOME TO THE BULLDOG RALLY 2000

As a local Shropshire company BULLDOG SECURITY PRODUCTS is particularly pleased to be the sponsor of the last round of the National Rally Championship based as it is in the county town of Shrewsbury.

For the second year the Wolverhampton and South Staffs Car Club organising team have located the event on the Livestock Market situated only a few miles away from our headquarters in Much Wenlock.

We look forward to watching the exciting cars and skilled crews of the ANCRO Championship competing over the challenging stages in Mid Wales.

This year we are pleased to welcome contestants from the prestigious MSA British Historic Rally Championship to the Bulldog Historic Rally. We always have a special interest in their historic rally cars as they evoke such memories. To see them perform in the native habitat of the Welsh forests is always a privilege.

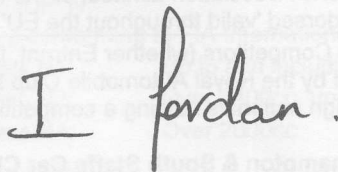
To complete the package it is pleasing to be able to offer the Clubman rally crews their own rally run in parallel with The Bulldog.

As the equipment employed in leisure pursuits becomes more and more valuable it is important that its safety and security is properly protected. This is particularly true in motorsport in general and rallying in particular.

BULLDOG with its extensive portfolio of specialist products is a market leader in leisure security area. Our long-term association with the Bulldog Rally underlines our personal love of the sport and the Company's commitment to help everyone enjoy the sport in a safe and secure environment.

We wish everyone success and look forward to meeting you all at the Saturday evening prizegiving in Shrewsbury and at the inevitable after rally celebration.

Ian Jordan
Managing Director



Bulldog Security Products Ltd
Much Wenlock
Shropshire TF13 6DH

BULLDOG RALLY

SUPPLEMENTARY REGULATIONS

These Supplementary Regulations incorporate the standard Regulations for events in the **2000 ANCRO NATIONAL RALLY SERIES**. Articles and clauses giving information specific to this event are boxed; unboxed sections are common with other events in the Championship.

ARTICLE 1. ANNOUNCEMENT

1. The Wolverhampton and South Staffordshire Car Club Ltd will promote a **National A** permit Special Stage Rally on Saturday 21st October 2000. The event will be known as **The Bulldog Rally**.
The event will be a qualifying round of the following championships:
The 2000 ANCRO National Rally Series
The Competition Car Insurance Welsh National Rally Championship
2. The Wolverhampton and South Staffordshire Car Club Ltd will promote an **National B Historic** permit Special Stage Rally on Saturday 21st October 2000. The event will be known as **The Bulldog Historic Rally**.
The event will be a qualifying round of the following championship:
The 'MSA' British Historic Rally Championship 2000
3. The Wolverhampton and South Staffordshire Car Club Ltd will promote a **National B** permit Special Stage Rally on Saturday 21st October 2000. The event will be known as **The Bulldog Clubmans Rally**.
The event will be a qualifying round of the following championship:
The Sweet Lamb Welsh Clubmans Rally Championship 2000

ARTICLE 2. JURISDICTION

The event will be held under

- (a) The 2000 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 **'2000 ANCRO NATIONAL RALLY SERIES'**.
- (c) The Regulations issued by the various Championships of which this event forms part.
- (d) These Supplementary Regulations.
- (e) Any written instructions the promoting Club may issue for the event.

ARTICLE 3. AUTHORISATION

- | | | | |
|----|-----|--|-------------|
| 1. | (a) | The '2000 ANCRO National Rally Series' : | 2000R 5400 |
| | (b) | The Competition Car Insurance Welsh National Rally Championship: | 2000 / 0037 |
| | (c) | The 'MSA' British Historic Rally Championship 2000: | 2000 / 0058 |
| | (d) | The Sweet Lamb Welsh Clubmans Rally Championship 2000 | 2000 / 0062 |

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. **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 Bulldog Historic and The Bulldog Clubmans Rally are 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'.

The Bulldog Historic Rally is open to members of either the **Wolverhampton & South Staffs Car Club**, **The Historic Rally Car Register** or registered contenders in **The 'MSA' British Historic Rally Championship 2000**.

The Bulldog Clubmans Rally is open to members of either the **Wolverhampton & South Staffs Car Club**, any member club of a club in **The Welsh Association of Motor Clubs**, any member club of a club in **The West Midland Association of Motor Clubs** or registered contenders in **The Sweet Lamb Welsh Clubmans Rally Championship 2000**.

2. Competitors are reminded of the MSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 2000 MSA Year Book.
3. All Competition Licences and Championship Registration Documents will be inspected at documentation.

Club membership cards will be inspected at documentation for entrants on the **Bulldog Historic Rally** and the **Bulldog Clubmans Rally**.

ARTICLE 5. FORMAT

The programme of the meeting will be:

- Friday 6th October 2000** - Seeded Entries Close (see Article 8)
Thursday 12th October 2000 - Competitors Bulletin posted
Thursday 12th October 2000 - Road books, Service / Management information & Route Notes posted (if ordered)
Thursday 12th October 2000 - Entries finally close

Thursday 19th October 2000

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

Friday 20th October 2000

- 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
22.00 hrs Rally HQ closes

Saturday 21st October 2000

Bulldog Rally

- 07.00 hrs Rally HQ opens
07.00 hrs Scrutineering and Documentation at Shrewsbury Livestock Market by appointment only
08.00 hrs Bulldog Rally Starts, Powys College, Newtown
(N.B. Newtown is approximately 35 miles west of Shrewsbury)
17.00 hrs Bulldog Rally Finishes, Shrewsbury Livestock Market
19.30 hrs Provisional results for the Bulldog Rally posted
20.30 hrs Awards Presentation for Bulldog Rally at the The Radbrook Hall Hotel, Shrewsbury
22.00 hrs Rally HQ closes.

Bulldog Historic Rally

- 07.00 hrs Scrutineering and Documentation at Dolgellau Farmers Mart by appointment only
09.45 hrs Bulldog Historic Rally Starts, Dolgellau Farmers Mart
(N.B. Dolgellau is approximately 60 miles west of Shrewsbury)
15.20 hrs Bulldog Historic Rally Finishes, Shrewsbury Livestock Market
17.30 hrs Provisional results for the Bulldog Historic Rally posted
18.00 hrs Awards Presentation for Bulldog Historic Rally at the The Radbrook Hall Hotel, Shrewsbury

Bulldog Clubmans Rally

- 07.00 hrs Scrutineering and Documentation at Dolgellau Farmers Mart by appointment only
09.15 hrs Bulldog Clubmans Rally Starts, Dolgellau Farmers Mart
(N.B. Dolgellau is approximately 60 miles west of Shrewsbury)
14.20 hrs Bulldog Clubmans Rally Finishes, Shrewsbury Livestock Market
16.00 hrs Provisional results for the Bulldog Clubmans Rally posted
17.00 hrs Awards Presentation for Bulldog Clubmans Rally at the The Radbrook Hall Hotel, Shrewsbury

ARTICLE 6. CLASSES

1. The class structure of **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 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 2000cc
Class A8: Over 2000cc
 - c) CATEGORY 'B'
Cars complying with 2000 MSA Technical Regulations.
Class B9: Up to and including 1400cc
Class B10: Over 1400cc, up to and including 2000cc

- Class B11: Over 2000cc normally aspirated 2 wheel drive cars
 Class B12: Other vehicles over 2000cc; to include Metro 6R4 driven by registered ANCRO National Rally Series contenders with approved sealed engines of 2.5 (International injection) and 2.8 (single plenum type) with an MSA certificate of engine capacity.

The driver of any other vehicle not complying with MSA General Regulation K37.1.1 or 1.2 must, prior to registration, first apply to the Series Co-ordinator with full details. Permission to use such a vehicle will then be entirely at the discretion of the MSA to whom details of the vehicle will be sent for ratification.

d) The class structure of **The Bulldog Historic Rally** will be:

Historic Rally Cars registered before 31.12.59

Class A1 - Cars up to 1500cc

Class A2 - Cars over 1500cc

Historic Rally Cars registered between 01.01.60 and 31.12.67

Class B1 - Cars up to 1000cc

Class B2 - Cars 1001cc to 1300cc

Class B3 - Cars 1301cc to 1600cc

Class B4 - Cars 1601cc to 2000cc, excluding Porsche 911

Class B5 - Cars over 2000cc

Class B6 - All Porsche 911's

Historic Rally Cars registered between 01.01.68 and 31.12.74

Class C1 - Cars up to 1300cc

Class C2 - Cars 1301cc to 1600cc

Class C3 - Cars 1601cc to 2000cc

Class C4 - Cars over 2000cc

e) The class structure of **The Bulldog Clubmans Rally** will be:

CATEGORY 'O'

Cars complying with 2000 MSA Technical Regulations.

Class O1: Up to and including 1400cc

Class O2: 1401cc up to and including 1600cc

Class O3: 1601cc up to and including 2000cc

Class O4: 2001cc and over

GROUP 'N'

Cars conforming to FIA International Group N Regulations

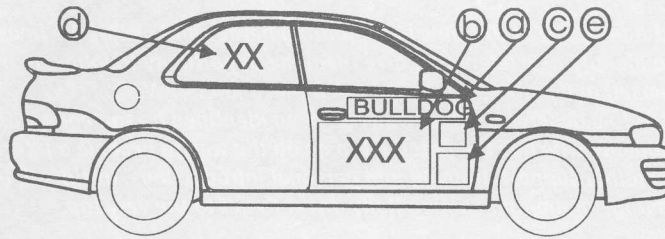
Class N1: All Group 'N' cars

2. a) Vehicles 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. **Championships** - Where classes in the various 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 available to the Organisers of the event and the Promoters of the Series, specific areas (MSA General Regulations - Section E) on the vehicle as shown on the diagram below.
- a) The **BULLDOG RALLY** official event logo/title (645 sq cms - MSA GR E2.24.1)
 b) The vehicle competition number to be provided by the Event Organisers
 c) The official **2000 ANCRO NATIONAL RALLY SERIES** logo (645 sq cms - MSA GR E2.24.2)
 d) Other advertising proposed by Event Organisers and/or Championship Promoters
 e) High visibility competition numbers supplied by the Event Organisers 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 twelve 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 **£475.00**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax, one Subjective Route Note Book, one Service Pack per Competitor and mailing of Road Book etc.). 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.**

The Standard Entry Fee for **The Bulldog Historic Rally** is **£350.00**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax, one Subjective Route Note Book, one Service Pack per Competitor and mailing of Road Book etc.). 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.**

The Standard Entry Fee for **The Bulldog Clubmans Rally** is **£275.00**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax, one Subjective Route Note Book, one Service Pack per Competitor and mailing of Road Book etc.). 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 maximum entry for all the events is 180. The Organisers reserve the right to cancel the event if less than 120 entries are received.

10. All entries must be made on the Official Entry Form, be accompanied by the correct fees and sent to:
- Jim Male,**
BULLDOG RALLY, 7 Wilkes Croft, Sedgley, Dudley, DY3 3LL
Tel: 01902 675470
Fax: 01902 670040
E-mail: bulldog@jimmale.demon.co.uk
11. The entry list opens with the publication of these regulations. Fully paid entries received **before Friday 6th October 2000** will be seeded and will receive route and servicing information prior to the event. The entry list will **close finally on Thursday 12th October 2000**. Any entries received or paid for **between Friday 6th October and Thursday 12th 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.
12. Fees for accepted entries withdrawn up to and including **Friday 6th October 2000** will be refunded in full. Those withdrawn after **Friday 6th October 2000** and before **Thursday 12th October 2000** will be refunded less £25. Those withdrawn on or after **Thursday 12th October 2000** and before **Thursday 19th October** will be refunded less £50. No other refunds will be considered.
- Withdrawn entries **must be advised in writing** either by post, fax or e-mail to the Entries Secretary. The date of withdrawal will be the date of receipt by the organisers.
13. 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

MSA Steward Stewards

Chairman of the Organising Committee
 Clerk of the Course
 Clerk of the Course Historic Rally
 Deputy Clerk of the Course
 Secretary of the Meeting

Chief Marshal

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

Safety Officers

Chief Medical Officer
 Area Co-ordinators

Entries Secretary

7 Wilkes Croft, Sedgley, Dudley, DY3 3LL

Tel: 01902 675470 Fax: 01902 670040, E-mail: bulldog@jimmale.demon.co.uk

Officials co-ordination

Headquarters co-ordination

Chief Scrutineer

Eligibility Scrutineers

ANCRO Championship

The MSA British Historic Rally Championship 2000

Timekeeper

Noise Test Official

Driving Standards Observer

Results Service

Field Results Co-ordinator

Service Area Co-ordinator

Radio Co-Ordinator

Competitors Liaison Officers

Dennis Cardell

Bill Trougher

John Skinner

Jayne Houghton

John Trevethick

Ray Lloyd

Gareth Thomas

Andrea Johnson

(01584 891349 (h))

Richard Felgate

(01922 692385 (h))

Mervyn Johnson, Kevin Page

Dr. Ian Pickton Robinson

Jim Cornes, John Corns, Nigel Dawes, Paul

Price, Phil Swanborough, David Talbot

Jim Male,

Sally Lloyd

Jayne Houghton

Dave Bolas

Mike Harris, Geoff Doe

Paul Loveridge

Vaughan Allcock

John Arnold

Jack Romain

Tynemouth Computer Services

Sarah Jones

Kevin Witton

Harold Hicken

Dilys Rogers, Dave Crawley

Press Accreditation Officer

82 Trysull Road, Bradmore Wolverhampton, WV3 7JF, Tel 01902 337974, Fax 01902 578804

Email - john.clewer@virgin.net

John Clewer

Press Consultant

Andy Haill

CHAMPIONSHIPS

ANCRO CHAMPIONSHIP CO-ORDINATOR
COMPETITOR LIAISON OFFICER

Lyn Jenkins -01792 893323
Dilys Rogers -01530 222958

THE 'MSA' BRITISH HISTORIC RALLY CHAMPIONSHIP 2000 CO-ORDINATOR
COMPETITOR LIAISON OFFICER

Brian Thomas -0117 9699659
Dave Crawley -01234 270727

THE COMPETITION CAR INSURANCE WELSH NATIONAL RALLY CHAMPIONSHIP

Steve Gregg -01746 765368

THE SWEET LAMB WELSH CLUBMANS RALLY CHAMPIONSHIP 2000

Richard Wheeler -01905 770907

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

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.
2. 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

1. 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.
2. Full details of the Route and Special Stages will be given in the Road Book issued to Competitors. This document will contain all the necessary information to enable Competitors to comply with 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. The Road Book, Service Book & Subjective Route Notes will be mailed by Royal Mail post approximately 8 days prior to the event to all competitors.
4. a) **The Bulldog Rally** route is covered by the Ordnance Survey maps No's 124, 125, 126, 135 & 136 of the Landranger 1:50,000, latest edition. 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 150 miles, including approximately 7 Special Stages, which total over 75 miles, all on Forestry Enterprise roads.
5. a) The **Bulldog Historic Rally** route is covered by the Ordnance Survey maps No's 124, 125, 126 of the Landranger 1:50,000, latest edition. The special stages are shown on 1:25000 scale maps numbers number 23 of the Outdoor Leisure series and numbers 215 and 239 of the Explorer series.
b) The total **Bulldog Historic Rally** route is approximately 100 miles, including approximately 5 Special Stages, which total approximately 53 miles, all on Forestry Enterprise roads.
6. a) The **Bulldog Clubmans Rally** route is covered by the Ordnance Survey maps No's 124, 125, 126 of the Landranger 1:50,000, latest edition. The special stages are shown on 1:25000 scale maps numbers number 23 of the Outdoor Leisure series and numbers 215 and 239 of the Explorer series.
b) The total **Bulldog Clubmans Rally** route is approximately 90 miles, including approximately 4 Special Stages, which total approximately 43 miles, all on Forestry Enterprise roads.

ARTICLE 12. SCRUTINEERING AND DOCUMENTATION

1. At Scrutineering cars will be examined for compliance with the 2000 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 Bulldog Historic Rally** must also make available at scrutineering a FIA or RAC Historic Vehicle identity form.

3. FIA/FISA Homologation Forms valid for 2000 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, B12, O1, O2, O3 or O4 (Article 6.1) or to a **REFUSED START** or **EXCLUSION**.
4. All cars shall have fire extinguishing systems as per 2000 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.

- 13a)** The Organiser will conduct a static Sound Test both prior to the start and during the event. These will be conducted in accordance with MSA K5 & E12.17.8, 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).

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. Cars must be presented at Scrutineering in the same condition as they intend to compete, which includes the display of competition numbers complying with E11.3.11 and other advertising / identification material specified in Articles 7.1, 7.2 & 7.3 which will be provided by the Organisers.

- b)** Competitors are asked to nominate a preferred scrutineering time on the entry form. At least 7 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.
- c)** Competitors must have signed-on and completed all documentation within 1 hour of their Scheduled Arrival Time at Scrutineering, and notwithstanding penalties as under K31(u) if they fail to do so, may be deemed a non-starter and their start number may be allocated to a reserve.

- 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 19 th October 2000	16.00-18.00hrs
Friday 20 th October 2000	09.00-22.00hrs
Saturday 21 st October 2000	07.00-22.00hrs

Rally HQ telephone number is: 01746 231403

- f)** Competitors wishing to carry a video camera in the car during the event must declare this on the entry form and to the Chief Scrutineer on arrival 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 C13.1 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 Organisers or 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. **Sound Control:** 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 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 (K29.1), having taken into account any delays.
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 permitted lateness 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 that Time Cards are 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)**
- The MC at the start and MC's after any Rest Halt, or at any other specified point, will be designated as MC(OUT).
 - 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).
 - 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.
 - 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.
 - 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.
 - 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)**
- 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 a Competitor has 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.
 - 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.
 - As each section is timed separately, the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for.
 - 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.

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.

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. **Subjective Route Notes.** All Competitors will be supplied with a comprehensive set of Subjective Route Notes, made by an experienced international co-driver, utilising either
 - (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.

Only the notes provided for the 2000 event by the Organisers may be used (K25.13); - this does not, however, preclude competitors from making notations thereon to suit their own purposes.

In all instances, competitors are advised that the Organisers except 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

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 2000

To the driver

The S W Fletcher Trophy *

And To the co-driver

The Ron Moore Trophy *

(d) The ANCRO Coupe des Dames

To the highest placed Lady Driver Registered in the ANCRO Championship on Class index of performance

The Express and Star Rose Bowl *

(e) The ANCRO National Production Cup Award

To the highest placed ANCRO registered crew in a Group N car

Awards

(f) The ANCRO National Formula 2 Award

To the highest placed ANCRO registered crew in a Formula 2 car

Awards

(g) The ANCRO National Junior Driver Award

To the highest placed ANCRO registered Junior Driver

Award

(h) The ANCRO National Formula 2500 Award

To the highest placed ANCRO registered crew in a Formula 2500 car

Awards

(i) The ANCRO National Formula 1400 Award

To the highest placed ANCRO registered crew in a Formula 1400 car

Awards

The Awards Presentation for the Bulldog Rally will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 20.30hrs

2. The Bulldog Historic 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 for the The Bulldog Historic Rally will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 18.00hr.

3. The Bulldog Clubmans 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 for the The Bulldog Historic Rally will take place at the Radbrook Hall Hotel, Radbrook Road, Shrewsbury at 17.00hr.

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.

4. 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 a 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 £12.55 for **The Bulldog Historic** or **The Bulldog Clubmans**. 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

- 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.
- 4 **Maps.** Ordnance Survey 1:25,000 and 1:50,000 series maps of the route are available from Pine Lodge Maps on 0191 416 0732
- 5 **Insurance.** In the event of a claim having to be made for damage caused to third party property by a competitor, the Organisers and Promoters of the event reserve the right to pass on the insurance excess under the MSA Master Policies (currently £250.00) to the competitor(s) involved.

ARTICLE 22. ACKNOWLEDGMENTS

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

Bulldog Security Products of Much Wenlock	ANCRO
Alan Brown (Questmead)	British Teleflower Services Competition Car Insurance
Collins Engineering	CSS Television Eventsigns
Forestry Enterprise in Wales	Furrows of Shrewsbury Genesis Design
Gwynedd County Council	H W Owen Ltd Initiative 2000
International Rally Drivers Club	Pine Lodge Rally Maps Rallytime
The Police Forces of -	Dyfed Powys, Mercia and North Wales Residents of Mid Wales
Shrewsbury & Atcham Borough Council	Silverstone Rally School Total Office Products
Tynemouth Computers	Welsh Association of Motor Clubs West Midland Association of Motor Clubs
Cover photograph - Speedsport Photography	

2001 ANCRO NATIONAL RALLY CHAMPIONSHIP PROVISIONAL CALENDAR

Date	Event	Contact
24 February	Rallye Sunseeker	Lynne Davison, 3 Briton Close, Sanderstead, Surrey. CR2 0ZH Tel: 0208 407 1565 Fax: 0208 657 4450
14 April	Astra Stages	Andy Kay, 19 Chesnut Grove, Tranmere, Birkenhead, Wirral, CH42 0LB Tel: 0151 647 5066 Fax: 0151 647 0079 Email: andyk@vox1.u-net.com
12 May	Steyr-Puch Manx Rally	John Skinner, 6 Berkley Street, Douglas, Isle of Man Tel: 01624 626543 Fax: 01624 661314
2 June	Kerridge National Rally	Keith Ashley, 20 Lapwing Close, Kidderminster, Worcestershire, DY10 4JG. Tel: 01562 68803 Fax: 0121 553 0555
24 June	Ravens Rock Rally	Ann Fitzgerald, The Cross, Moocoin, via Waterford, Eire Tel: 00 353 51 895238 Fax: 00 353 51 895238
21 July	Port Talbot National Rally	David Williams, Hafren, 7 Penygaer Road Llanelli, Dyfed, SA14 8RU Tel: 01554 772818
8 September	The Centurion Rally	Ron Jackson, 13 Kielder Avenue Cramlington, Northumberland NE2 8JT Tel: 01670 734191
20 October	Bulldog Rally	John Trevethick, 24 Knights Avenue, Tettenhall, Wolverhampton WV6 9QA Tel 01902 752063 Fax 01902 741418