



*A message from **BULLDOG***

Once again it is my great pleasure to welcome everyone to the Bulldog Rally.

It is with pride that during our association with the event we have seen it grow in popularity and prestige.

The organisation of the Bulldog Rally is very much a joint effort between all of us at Bulldog and our friends from Wolverhampton and South Staffs Car Club.

This year it is gratifying to welcome Kumho Tyres as the new sponsors to the Championship.

Kumho's Motorsport facility in Bridgnorth is of course in the County of Shropshire, not far from our own base, in Much Wenlock.

You can, therefore expect the reception back in Shrewsbury to be particularly warm this year. We look forward to seeing you all there, National Competitors, Historic Crews or Clubmen.

Ian Jordan
Managing Director

A handwritten signature in black ink that reads "I Jordan."

**Bulldog Security Products Ltd
Much Wenlock
Shropshire TF13 6DH**

SUPPLEMENTARY REGULATIONS

These Supplementary Regulations incorporate the standard Regulations for events in **THE 2002 KUMHO TYRES 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.

ARTICLE 1. ANNOUNCEMENT

1. The Wolverhampton and South Staffordshire Car Club Ltd (www.wsgcc.co.uk) will promote a **National A** permit Special Stage Rally on Saturday 19th October 2002. The event will be known as **The Bulldog Rally**. The event will be a qualifying round of the following championships:

The 2002 KUMHO TYRES National Rally Championship (www.ancro.co.uk)
incorporating the **Mitsubishi Ralliart UK Evolution Challenge**

THE COMPETITION CAR INSURANCE WELSH NATIONAL RALLY CHAMPIONSHIP 2002 (www.wamcweb.com)

2. The Wolverhampton and South Staffordshire Car Club Ltd will promote a **National B Historic** permit Special Stage Rally on Saturday 19th October 2002. The event will be known as **The Bulldog Historic Rally**. The event will be a qualifying round of the following championships:

THE MINILITE 'MSA' BRITISH HISTORIC RALLY CHAMPIONSHIP 2002 (www.hrcr.co.uk/hrcr)
incorporating **THE HRCR HISTORIC RALLY CHALLENGE**

ANWCC HISTORIC RALLY CHAMPIONSHIP (www.anwcc.org)

3. The Wolverhampton and South Staffordshire Car Club Ltd will promote a **National B** permit Special Stage Rally on Saturday 19th October 2002. The event will be known as **The Bulldog Clubmans Rally**. The event will be a qualifying round of the following championships:

THE 2002 KUMHO TYRES NATIONAL CLUBMANS RALLY CHAMPIONSHIP (www.ancro.co.uk)

THE SWEET LAMB RALLYING WELSH CLUBMANS RALLY CHAMPIONSHIP (www.wamcweb.com)

RED ANWCC FOREST RALLY CHAMPIONSHIP (www.anwcc.org)

ARTICLE 2. JURISDICTION

The event will be held under

- The 2002 General Regulations of the Royal Automobile Club Motor Sports Association Limited (MSA) incorporating the provisions of the International Sporting Code of the FIA.
- The ANCRO Championship Regulations of 'THE KUMHO TYRES NATIONAL RALLY CHAMPIONSHIP'
- The Regulations issued by the various Championships of which this event forms part.
- These Supplementary Regulations.
- Any written instructions the promoting Clubs may issue for the event.

ARTICLE 3. AUTHORISATION

1.	(a)	THE KUMHO TYRES NATIONAL RALLY CHAMPIONSHIP:	2002R/5400
	(b)	The Kumho Tyres National Clubmans Rally Championship	2002R/5400A
	(c)	The Competition Car Insurance Welsh National Rally Championship 2002	2002 / 081
	(d)	The Minilite 'MSA' Historic Rally Championship 2002 incorporating the HRCR Historic Rally Challenge in association with Mintex	2002 / 5555
	(e)	The Sweet Lamb Rallying Welsh Clubmans Championship	2002 / 082
	(f)	RED ANWCC Forest Rally Championship	2002 / 050
	(g)	ANWCC Historic Rally Championship	2002 / 053

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

for **The Bulldog Historic Rally** are members of either **The Wolverhampton & South Staffs Car Club, The Historic Rally Car Register** or registered contenders in **The 'MSA' British Historic Rally Championship 2002** or **ANWCC Historic Rally Championship**.

for **The Bulldog Clubmans Rally** are members of either **The Wolverhampton & South Staffs Car Club**, any member club of a club in **The Welsh Association of Motor Clubs, The West Midland Association of Motor Clubs** or **The Association of North Western Car Clubs** or registered contenders in the **Kumho Tyres National Clubmans Rally Championship** or one of the **ANWCC Championships** of which the event forms a round.

- N.B.** Competitors in the **Kumho Tyres National Clubmans Rally Championship** must hold a **Stage Rally National B Competition Licence** issued by the **MSA**. Co-drivers may hold a higher category licence, but they are not permitted to drive.

2. Competitors are reminded of the MSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 2002 MSA Year Book. **From 1st Jan 2002 it is not possible to purchase a rally competition licence at documentation for any event.**

3. All Competition Licences and Championship Registration Documents will be inspected at Documentation.

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

ARTICLE 5. FORMAT

The programme of the meeting will be:

Wednesday 21st August	- Entry list opens
Tuesday 1st October	- Seeded Entries Close (see Article 8)
Thursday 10th October	- Final Instructions posted
Thursday 10th October	- Road books, Service / Management information & Route Notes posted (if ordered)
Tuesday 15th October	- Entries finally close
Thursday 17th October	
17.00hrs	Rally Help Desk opens at The Albrighton Hall Hotel, Shrewsbury (MR 126/497181)
19.00hrs	Rally Help Desk at The Albrighton Hall Hotel, Shrewsbury closes
Friday 18th October	
09.00 hrs	Rally Help Desk opens at The Albrighton Hall Hotel
16.00 hrs	Scrutineering & noise Check opens at Shrewsbury Livestock Market (MR 126/510158)
16.30 hrs	Documentation opens at The Albrighton Hall Hotel
20.30 hrs	Noise Check closes
21.00 hrs	Scrutineering and Documentation close
22.00 hrs	Rally Help Desk closes
Saturday 19th October	
Bulldog Rally	
07.00 hrs	Rally Help Desk opens
07.00 hrs	Emergency Scrutineering and Documentation in Newtown by appointment only
08.00 hrs	Bulldog Rally Starts in Newtown, Powys (N.B. Newtown is approximately 35 miles west of Shrewsbury)
16.30 hrs	Bulldog Rally Finishes, Shrewsbury Livestock Market
18.30 hrs	Provisional results for the Bulldog Rally posted at the The Albrighton Hall Hotel, Shrewsbury
20.00 hrs	Awards Presentation for Bulldog Rally at the The Albrighton Hall Hotel, Shrewsbury
22.00 hrs	Rally Help Desk closes.
Bulldog Historic Rally	
07.00 hrs	Scrutineering and Documentation in Newtown by appointment only
08.50 hrs*	Bulldog Historic Rally Starts, Sweet Lamb (N.B. Sweet Lamb 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 at the The Albrighton Hall Hotel
19.00 hrs Awards Presentation for Bulldog Historic Rally at the The Albrighton Hall Hotel, Shrewsbury

Bulldog Clubmans Rally

07.00 hrs Scrutineering and Documentation in Newtown by appointment only
10.45 hrs* Bulldog Clubmans Rally Starts, Sweet Lamb
(N.B. Sweet Lamb is approximately 60 miles west of Shrewsbury)
18.15 hrs* Bulldog Clubmans Rally Finishes, Shrewsbury Livestock Market
19.00 hrs Provisional results for the Bulldog Clubmans Rally posted at the The Albrighton Hall Hotel
20.00 hrs Awards Presentation for Bulldog Clubmans Rally at the The Albrighton Hall Hotel, Shrewsbury

** The start and finish times of the Bulldog Historic and Clubmans Rallies are approximate as they are dependant upon the numbers of entries received in all events and will be confirmed in the final instructions.*

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 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 2002 MSA Technical Regulations.

Class B9: Up to and including 1400cc
Class B10: Over 1400cc, up to and including 1600cc
Class B11: Over 1600cc, up to and including 2000cc
Class B12: Over 2000cc normally aspirated 2 wheel drive cars
Class B13: Other vehicles over 2000cc; to include Metro 6R4 driven by registered **KUMHO NATIONAL RALLY CHAMPIONSHIP** contenders with approved sealed engines of 2.5 (International injection) and 2.8 (single plenum type) with an MSA certificate of engine capacity.

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

Historic Rally Cars registered before 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, including Porsche 911

Post 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

All multivalve engined cars in class C2 will run in class C3

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

Cars complying with 2002 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 N5: All Group 'N' cars

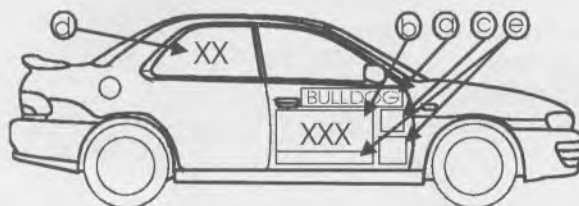
The driver of any other vehicle not complying with MSA General Regulation K37.1.1 or K37.1.2 must, prior to registration, first apply to the Kumho National Championship Co-ordinator with full details. Permission to use such a vehicle will then be entirely at the discretion of the MSA to whom details of the vehicle will be sent for ratification. (K37.1.3)

2. Vehicles with forced induction will have their engine capacity increased by 70% to establish their class.

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 (2002 MSA General Regulations - Section E) on the vehicle as shown on the diagram below.
 - a) The **BULLDOG RALLY** official event logo/title (MSA GR E2.24.1)
 - b) The vehicle competition number to be provided by the organisers
 - c) The official **THE KUMHO TYRES NATIONAL RALLY CHAMPIONSHIP** logo (645 sq cms - MSA GR E2.24.2)
 - d) High visibility numbers supplied by the organisers
 - e) Other advertising proposed by Event Organisers and/or Championship Promoters



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 (K10.1.2).
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.
2. A Competitors Bulletin containing details of the Competitor's start number will be posted to Entrants nine 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 the 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.a) The Entry Fee for the **Bulldog Rally** is **£450.00**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax, one Service Pack per Competitor and mailing of Road Book etc.).

- b) Management Packs at £40 (which include a Road Book - see Article 17) and additional Service Packs at £30 may only be purchased by ordering on the Entry Form.
- c) **It will not be possible to purchase additional Management Packs and/or Service Packs after the closing Date for Entries.**
- 9.a) The Entry Fee for the **Bulldog Historic Rally** is **£299.00**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax, one Service Pack per Competitor and mailing of Road Book etc.). **Route Notes and Management service packs are not permitted on the Bulldog Historic Rally.**
- b) Additional Service Packs at £30 may only be purchased by ordering on the Entry Form.
- c) **It will not be possible to purchase additional Service Packs after the closing date for Entries.**
- 10.a) The Entry Fee for the **Bulldog Clubmans Rally** is **£299.00**, inclusive of MSA Insurance & Permit fees (including Insurance Premium Tax, one Service Pack per Competitor and mailing of Road Book etc.).
- b) Management Packs at £40 (which include a Road Book - see Article 17) and additional Service Packs at £30 may only be purchased by ordering on the Entry Form.
- c) **It will not be possible to purchase additional Management Packs and/or Service Packs after the closing date for Entries.**
11. **The maximum entry for all three rallies is 180.** The Organisers reserve the right to cancel the event if less than 120 entries are received.
12. All entries must be made on the Official Entry Form, be accompanied by the correct fees and sent to the entries secretary : **Jim Male,**
BULLDOG RALLY, 7 Wilkes Croft, Sedgley, Dudley, DY3 3LL
Tel: 01902 675470
Fax: 01902 670040
E-mail: bulldog@jimmale.fsnet.co.uk
13. The entry list opens on **15th August.**
 The organisers will accept the first **130 fully paid up** entries received.
 Subsequent entries will be **acknowledged** only.
 On **Tuesday 1st October** a **seeded entry list** will be drawn up including the first 130 entries and a selection of the **acknowledged entries.** Other entries will be placed on the **list of reserves.**
 All entries placed on the Entry list will receive full route and servicing information; posted on **Thursday 10th October.**
 The entry list will close finally on **Tuesday 15th October.**
 A final entry list will be drawn up on **Tuesday 15th October.** Entries offered a start at this time may not be seeded on the final starters list. Route or servicing information may not be available prior to the event for these entries.
14. Fees for accepted entries withdrawn before **Tuesday 1st October** will be refunded in full.
 Those withdrawn on or after **Tuesday 1st October** and before **Tuesday 15th October** will be refunded less £100. 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.
- Reserve entries that are not offered a start will receive a full refund subject to E3.2.6.
15. In the event that the rally is cancelled or postponed, entrants will have their entry fees refunded less **£10.00** administration costs (E3.3.1).

ARTICLE 9. OFFICIALS

1.	MSA Steward	Peter Cooper
	Stewards	Bill Troughear
		Rick Smith
	Chairman of the Organising Committee	Jayne Houghton
	Clerk of the Course	John Trevethick
	Deputy Clerks of the Course	Ray Lloyd
		Gareth Thomas

Secretary of the Meeting	Andrea Johnson (01584 891349)
Assistant Clerk of the Course	Richard Felgate
Spectator Safety Officer	Kevin Witton
Safety Officer	Kevin Page
Chief Medical Officer	Dr. Martin Norton
Area Co-ordinators	Rob Belcher, Jim Cornes, Nigel Dawes, John Griffiths, Phil Jones, Chris Knights, Jim Male, Paul Price, Rob Richens, Phil Swanborough, David Talbot
Entries Secretary	Jim Male

7 Wilkes Croft, Sedgley, Dudley, DY3 3LL

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

Officials co-ordination	Jayne Houghton
Chief Scrutineer	Dave Bowlas
Eligibility Scrutineers	
Kumho Championships	Geoff Doe
The MSA British Historic Rally Championship 2001	Paul Loveridge
Timekeeper	Vaughan Allcock
Noise Test Official	John Arnold
Driving Standards Observer	Jack Romain
Results Service	Tynemouth Computer Services
Results Co-ordinator	Sarah Jones
Service Area Co-ordinator	Robert Newell
Radio Co-Ordinator	Harold Hicken
Competitors Liaison Officers	Dilys Rogers, Dave Crawley, Steve Gregg
Press Accreditation	John Clewer

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

Email - john.clewer@virgin.net

2. 2002 THE KUMHO TYRES NATIONAL RALLY CHAMPIONSHIP

National Rally Championship & National Clubmans Championship Co-ordinator	Lyn Jenkins	01792 893323 (h)
National Rally Championship & National Clubmans Championship Registrar & Competitor Liaison Officer	Dilys Rogers	01530 222958 (h)
National Rally Championship Eligibility Scrutineer	Geoff Doe	01270 780356

3. Other Championships

THE 'MSA' BRITISH HISTORIC RALLY CHAMPIONSHIP 2001 CO-ORDINATOR	Brian Thomas	-0117 9699659
COMPETITOR LIAISON OFFICER	Dave Crawley	-01234 270727
THE COMPETITION CAR INSURANCE WELSH NATIONAL RALLY CHAMPIONSHIP	Steve Gregg	-01746 765368
The Sweet Lamb Rallying Welsh Clubmans Championship	Richard Wheeler	-01905 770907
THE ANWCC CHAMPIONSHIPS 2002 - CHAMPIONSHIP CO-ORDINATOR	Dave Thomas	-01492 584872

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. Résumé printed Results will be available at the Rally Headquarters venue after the Awards Ceremony.
- Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with O5.2.2. If the protested vehicle is not available for inspection the Competitor may be penalised as under O3.2.

ARTICLE 11. ROUTE AND ROAD BOOK

- The event will contain several Special Stages on private land or on closed public roads, joined by Public Highway sections. Cars will start the event at one-minute intervals. The route will be defined by six figure National Grid references and by a Tulip Road Book.

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 8).

3. The Road Book, Map Book & Service Book (and Route Notes if ordered) will be posted by Royal Mail approximately 9 days prior to the event to all competitors.
4. a) **The Bulldog Rally** route is covered by the Ordnance Survey maps Nos 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 8 Special Stages, which total about 75 miles, all on Forestry Enterprise roads.
5. a) The **Bulldog Historic Rally** route is covered by the Ordnance Survey maps Nos 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 numbers 213, 214, 215 and 239 of the Explorer series.
b) The total **Bulldog Historic Rally** route is approximately 130 miles, including approximately 4 Special Stages, which total approximately 52 miles, all on Forestry Enterprise roads.
6. a) The **Bulldog Clubmans Rally** route is covered by the Ordnance Survey maps Nos 124, 125, 126 & 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 numbers 213, 214, 215 and 239 of the Explorer series.
b) The total **Bulldog Clubmans Rally** route is approximately 120 miles, including approximately 5 Special Stages, which total approximately 44 miles, all on Forestry Enterprise roads.

ARTICLE 12. SCRUTINEERING AND DOCUMENTATION

1. At Scrutineering cars will be examined for compliance with the 2002 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 an FIA or RAC Historic Vehicle identity form.

3. FIA/FISA Homologation Forms valid for 2002 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, **B13, 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 2002 MSA requirements (K37.8.4 and Q3.1.4).
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 (Q9) on all Special Stage rallies (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 may be considered a breach of O3.2 and may be penalised as under Article 18.7.
11. No studs, chains or non-skid attachments are permitted (K37.5.1).
12. **Tyres:** All tyres must comply with Section R of the 2002 MSA Year Book (K37.5.4).

- 13 a) The Organisers will conduct static Sound Tests prior to the start; at Shrewsbury Livestock Market 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 E11.3.11 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 HELP DESK is at The Albrighton Hall Hotel, Shrewsbury where the Official Notice Board will be situated for the duration of the event.
Rally HELP DESK opening hours will be:

Thursday 17 th October	17.00-19.00hrs
Friday 18 th October 2001	09.00-22.00hrs
Saturday 19 th October 2001	07.00-22.00hrs
- e) 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 (K35.4.1). Competitors who fail to comply may be penalised by a fine of up to £100. If they have been involved in an accident details must be given to the Organisers the same day (see Article 13.1).

ARTICLE 14. DRIVING STANDARDS/OBSERVERS/JUDGES OF FACT

- 1. Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report on any Competitor considered to be in contravention of 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 and/or Driving Standard Observers, one of who will be the MSA Environmental Inspector, to report on sound levels. Excessive sound will include instantaneous occurrences of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion.

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.
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 Stage Maximum Time on Special Stages is cumulative. The maximum penalty free lateness will be 15 minutes (K30.4e), K30.4f)). Once a Competitors' cumulative lateness calculated from the previous Main Control exceeds the maximum penalty-free lateness, 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 tenth of a second (K30.2).
 - b) Each Special Stage will have a Bogey Time set at 65 mph for unsealed surfaces or 75 mph for sealed surfaces, and a Stage Maximum (K30.4c) set at approximately 30mph, which will be indicated on the Time Cards.
 - c) Competitors will receive penalties on Special Stages as follows:-

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

Time in excess of Stage Maximum 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. Competitors can calculate their Due Time of arrival at any Timing Control by adding this Target Time to their recorded time of departure from the preceding Timing Control. 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 Timing Controls on Road Sections, Competitors who are early may wait for their Due Time outside the Control Area. The time recorded at these controls shall be the time on the official clock when the crew submits the Time Card to the Official, provided that the car and both crewmembers are within the Control Area. Once a Competitor's car enters the Control Area, the crew must submit their Time Card to the Official within one minute: (i.e. a Competitor's car may enter the Control Area up to 59 seconds before their Due Time, without incurring a penalty for early arrival) See K29.3, K29.3.1 and K29.3.2.
11. **Timing Controls.** All controls other than Passage Controls (PC's) will be Timing Controls. The following titles shall describe the various types of Timing Control:
 - a) **Main Control (MC)**
 - (i) A Main Control will be situated at the Start and Finish of the Rally, immediately before and after any Rest Halt and at any other specified point.

At a Main Control after a Rest Halt, competitors will restart at one minute intervals in number order or in the order of their arrival at the Main Control preceding the Rest Halt or in the order of their arrival at some other preceding control or in the order of General Classification at a specified point if interim results are available. The method to be used shall be specified in an Official Instruction.

Each competitor shall be given a due starting time from any Main Control (OUT), and any difference between this time and his/her actual starting time will be counted towards cumulative lateness and a Time Penalty will be applied.

(ii) **Regrouping Controls.** The Road Book shall specify the controls, if any, where competitors not excluded by reason of having accumulated more than the maximum permitted lateness at that control, will start the next section with zero lateness towards exclusion.

b) Special Stage Arrival Control (SSA)

At this time control the marshal will enter the competitor's time of arrival and the provisional starting time for the special stage, which must be a minimum of 3 minutes after the arrival time in order to allow the crew to prepare for the stage. The area between the Special Stage Arrival Control and the Stage Start is Parce Fermé but should the crew need to change a flat tyre a maximum of 5 minutes extra will be allowed without penalty and the start time amended accordingly. Any time in excess of this 8 minutes will be penalised in accordance with K31(d).

c) Special Stage Start Control (SSS)

(i) At the Special Stage Start the marshal will enter the actual start time, which will normally correspond with the provisional start time 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.

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

(iii) The area between SSA and SSS is 'Parc Fermé'.

(iv) The start will be signalled by traffic lights which will go from RED (15 seconds to go) through AMBER (5,4,3,2,1 seconds to go) finally to GREEN at the start time. Electronic beams may be used to determine a Jump Start.

In the event of equipment failure, the start procedure will revert to the manual system that is described in K25.12 (there will be no 30 second verbal warning for stages starting at 30 second intervals).

d) Special Stage Finish Control (SSF)

(i) A competitor will receive his Special Stage Finish Time in hours, minutes, seconds and tenths of a second at the Special Stage Finish Control. This time in hours and minutes will be the start time for the next section.

(ii) Any Competitor who fails to stop at the Stop Line must return on foot; reversing the car is prohibited and subject to the Penalty of **EXCLUSION** (K25.9.1 and K31(p)).

(iii) A photo beam finish will be utilised on the Flying Finish Line, recording times to a tenth of a second. Times will be entered on Competitors Time Cards at the Stop Line. In the event of equipment failure, times will be established by means of back-up clocks.

e) Service Control (SV)

(i) All Service Areas will have IN and OUT time controls and a Target Time will be specified between these controls and the Section between SV(IN) and SV(OUT) will be marked as a Road Section.

12. 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. SUBJECTIVE 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 on the Bulldog and Bulldog Clubmans Rally may purchase from the Organisers, a comprehensive set of Subjective Route Notes at a cost of £25, made by Brian Patterson, utilising a choice of the following systems:-

- (a) Descriptive
- or (b) Numbers (1 fastest)
- or (c) Numbers (6 fastest)

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 Route Note Document provided for the 2002 event by the Organisers may be used (K25.13); - this does not, however, preclude competitors from making notes thereon to suit their own purposes.

In all instances, competitors are advised that the Organisers accept no liability or responsibility in the use of the Subjective Route Notes.

N.B. Competitors in the Bulldog Historic Rally are not permitted to use any form of pace notes.

ARTICLE 17. SERVICING

1. Two categories of support vehicle will be permitted on the Bulldog and Bulldog Clubmans Rallies; Service Vehicles and Management Vehicles (Article 17.4). Competitors on the Bulldog Historic Rally will not be permitted Management Vehicles. 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 on the Bulldog and Bulldog Clubmans Rallies in designated areas after some Special Stages, from Management Vehicles displaying the appropriate Management Plate. These plates may only be used on conventional saloon cars or estate car derivatives. Certain 4x4 off-road leisure vehicles may be acceptable, 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 Service Pack, which will specify sections of the rally route which are Out of Bounds to Management Vehicles. Application for a Management Plate 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 plates.
5. Competitors may work unassisted on their own cars using equipment carried in the car 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 to carry out the following work 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, identification markings and vehicle registration numbers.
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 time penalties. The results will be established by adding together the times taken during the Special Stages and the time penalties incurred on the road sections together with all other penalties expressed in time. The Competitor with the lowest total will be the winner and so on.
2. If there is a tie, the Competitor who accomplished the best time for the first Special Stage will be proclaimed the winner. If this is not sufficient to be able to decide between the tied Competitors, the times of the second, third, fourth, etc, Special Stages will be taken into consideration.

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 Judge of Fact, a Driving Standards Observer or 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 the Stage Maximum 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 2002

To the driver

The S W Fletcher Trophy *

And To the co-driver

The Ron Moore Trophy *

(d) The Kumho National Coupe des Dames

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

The Express and Star Rose Bowl

*

(e) The Kumho National Production Cup Award

To the highest placed crew registered in the National Championship in a Group N car

Awards

(f) The Kumho National Formula 2 Award

To the highest placed crew registered in the National Championship in a Formula 2 car

Awards

(g) The National Junior Driver Award

To the highest placed Junior Driver registered in the National Championship

Award

(h) The National Formula 1400 Award

To the highest placed crew registered in the National Championship in a Super 1600 car

Awards

(i) The Ralliart UK Evolution Challenge

1st, 2nd, 3rd registered crews in the Mitsubishi Ralliart UK Evolution Challenge

Awards

The Awards Presentation for the Bulldog Rally will take place at the Albrighton Hall Hotel, Albrighton, Shrewsbury at 21.00hrs

2. The Bulldog Historic Rally

The following awards will be presented: -

(a) General Classification Awards

1st Historic Rally Car Crew Overall

Awards

1st Post Historic Rally Car Crew Overall

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 Bulldog Historic Rally will take place at the Albrighton Hall Hotel, Albrighton, Shrewsbury at 19.00hr.

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
(c) Kumho National Clubmans Championship Awards	
1st crew in each class registered in the Kumho National Clubmans Championship	Awards

The Awards Presentation for The Bulldog Clubmans Rally will take place at the Albrighton Hall Hotel, Albrighton, Shrewsbury at 21.00hr.

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

ALEXANDER FORBES MOTOR SPORTS CLUB SCHEME

Competitors must be able to produce their insurance documents at Documentation 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 B9.4.2(b).

OR

Comply with the requirements of the Alexander Forbes Motor Sports Club Scheme.

2. **Alexander Forbes Motor Sports Club Scheme**

The event has applied to Alexander Forbes Motor Sports Club Scheme for a Blanket Cover Note under the above Scheme. This will provide Competitors who need to use the Scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the Event.

3. The basic rate for the BULLDOG RALLY (before any Loadings) will be £19.58 inclusive of Insurance Premium Tax at the current rate of 5%. The basic rate for the BULLDOG HISTORIC or CLUBMANS RALLIES (before any Loadings) will be £15.13 inclusive of Insurance Premium Tax at the current rate of 5%.
4. To take advantage of the Scheme, each competitor must either:
- Have a valid NES letter in force with no loading applicable
 - or
 - Comply with the Alexander Forbes Declaration (see 6 below)
 - or
 - Complete an Alexander Forbes 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 at Documentation and initial as appropriate. If a competitor can comply with the Alexander Forbes 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 Alexander Forbes Declaration Form (available from the Organisers) and return it to the Entries Secretary no later than 14 days prior to the event.

6. The Alexander Forbes Declaration

I declare:

I am over 21 and have held a Full Licence for at least 6 months.
 I have no more than 1 fault accident in last 3 years.
 I have no more than maximum of 6 speeding points on licence.
 I have no physical or mental disabilities
 Have no other material facts to declare

(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 281200, Fax 01743 281213, Email tic@shrewsburytourism.co.uk.
- 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 Press Accreditation Officer 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 Press Accreditation 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.
- 6 **Tobacco Advertising.** As the event may be televised competitors are advised that restrictions on advertising will be imposed in accordance with B8.3.15 & E 2.23.

ARTICLE 22. ACKNOWLEDGEMENTS

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

Bulldog Security Products of Much Wenlock

KUMHO Tyres

ANCRO UK Ltd

Alan Brown (Questmead)

Association of North Western Car Clubs

Competition Car Insurance

CSS Television

Eventsigns

Forestry Enterprise in Wales

Genesis Design

Gwynedd County Council

H W Owen Ltd

Historic Rally Car Register

IMIS

International Rally Drivers Club

Mitsubishi Evolution Challenge

Nigel Pugh Motors - Newtown

Pine Lodge Rally Maps

The Police Forces of -

Dyfed Powys, Mercia and North Wales

Shrewsbury & Atcham Borough Council

Silverstone Rally School

Total Office Products

Sweet Lamb Rallying

Tynemouth Computers

Welsh Association of Motor Clubs

West Midland Association of Motor Clubs

William A Lewis Ltd

Rallytime

Cover photograph - Speedsport Photography