

# **K&N FILTERS RALLY 2002**

## **SUPPLEMENTARY REGULATIONS**

### **1. ANNOUNCEMENT**

Carmarthen Motor Club Ltd will organise a National B permit Stage Rally on Sunday 29<sup>th</sup> December 2002.

### **2. JURISDICTION**

The meeting will be held under the General Regulations of The Royal Automobile Club Motor Sports Association Ltd (MSA) (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue.

### **3. AUTHORISATION**

MSA Permit Number t.b.a.

### **4. ELIGIBILITY**

The event is open to:

- (a) All fully elected members of the organising club.
- (b) All fully elected members of clubs within the W.A.M.C.
- (c) All fully elected members of clubs within the A.S.W.M.C.

Competition Licences (National B status or higher), club membership cards and Championship Registration card(s) (if applicable) will be inspected at signing-on.

### **5. SCRUTINEERING AND SIGNING-ON**

Scrutineering and signing-on will take place at The Welsh Motorsports Centre at Pembrey on Sunday 29<sup>th</sup> December 2002 between 07.00 and 09.00. Any competitor not signed on one hour before his start time may be excluded. First car starts at 10.00.

Competing cars do not require road fund licences. MOT Certificates (if applicable) and Registration Documents must be available for inspection at scrutineering.

### **6. ROUTE**

Cars will start at 30 second intervals.

The event will comprise at least 50 miles in approximately 6 special stages on private property in the form of concrete and tarmac surface roads at the Welsh Motorsport Centre at Pembrey. Each stage may contain up to 100 metres of unsurfaced roads. These stages will be timed to an accuracy of less than 1 minute in accordance with K30.2.

The event will start and finish at the Welsh Motorsport Centre at Pembrey (159/396 033).

### **7. CLASSES**

The event will consist of 6 classes as follows:

- Class 1 - Cars up to 1400 cc.
- Class 2 - Cars 1401 to 1600 cc.
- Class 3 - Cars 1601 to 2000 cc with normally aspirated 4 cylinder 8 valve engines, 2 wheel drive and steel bodies.

- Class 4 - Cars 1601 to 2000 cc not complying with class 3.
- Class 5 - Cars 2001 cc and over.
- Class 6 - Road rally cars as defined in the rules of the 2002 First Choice Mobiles Welsh Tarmacadam Championship.

All forced induction engined cars, will be subject to an equivalency factor of 1.7 times the cubic capacity of the engine in determining the capacity class of the car concerned.

## 8. AWARDS

Awards will be presented as follows:

|  |                                 |
|--|---------------------------------|
| 1st overall  | Awards for driver and co-driver |
| 1st in each class                                  | Awards for driver and co-driver |
| 2nd in each class                                  | Awards for driver and co-driver |
| 3rd in each class                                  | Awards for driver and co-driver |
| Best all ladies or mixed crew                      | Awards for driver and co-driver |
| No crew may win more than one of the above awards. |                                 |

## 9. ENTRIES

The entry list opens on publication of these regulations and closes on Friday 20<sup>th</sup> December 2002. The entry fee is £140.00. All entries must be made on the official entry form and accompanied by the appropriate fee. Entry places may not be reserved by telephone.

The Entries Secretary of the Meeting to whom all entries must be sent is Ryland James, Cartref, Bethlehem Road, Pwll Trap, St Clears, Carmarthenshire, SA33 4AN (Tel & Fax: 01994 230966 or E-mail [Rylandjms@aol.com](mailto:Rylandjms@aol.com)). Please restrict any telephone calls to between 1800 and 2100.

The maximum entry for the meeting is 75 plus 10 reserves. The minimum is 40. The minimum for each class is 3. Should any of the above minimum figures not be reached, the organisers have the right to either cancel the meeting or amalgamate classes as necessary.

Entries will be selected on receipt.

Entries cancelled in writing before the closing date for entries will be entitled to a full refund less £20. Entries cancelled after the closing date will not be refunded unless the vacant place is filled by a reserve. The above procedure will also apply to reserves who will be notified as soon as possible of vacant places.

Final instructions and entry list will be posted to the crew member indicated on the entry form in the week prior to the event and will carry the same force as these regulations.

## 10. OFFICIALS

MSA Steward: T.B.A.

Club Stewards: Ian Howells and Mike Kennett

Clerks of the Course: Mike Griffiths Tel: 01554 754421(H)

Secretary of the Meeting: John Butler-Jenkins, 3 Porth-y-Plas, Llanstephan Road, Carmarthen, SA31 3PW. Tel:01267 232601(H)

Entries Secretary: Ryland James Tel: 01994 230966 (H)/07773 346878 (M)

Chief Marshals: Euros Thomas

MSA Scrutineers: Keith Morgan  
MSA Timekeeper: Gethin Rees  
Chief Medical Officer: Dr A. Stevenson  
Judges of Fact: To be displayed on official notice board  
Vehicle eligibility: Keith Morgan  
Environmental scrutineer: Andrew Blackburn  
Radio Co-ordinator & Safety Officer: Alan Stoneman  
Results Service: Amserwyr Modur Cymru

## **11. RESULTS**

Provisional results will be published at the Welsh Motorsport Centre, Pembrey in accordance with B13.1(b) and any protest or appeal must be lodged in accordance with O5 and O6.

## **12. DOCUMENTATION**

Entrants will be supplied with a Route diagrams and time cards at signing on. These documents will provide all the necessary information to enable competitors to comply with K32.

Competitors may be required to make up lateness at rest halts (K30.6)

## **13. SERVICING**

Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. There will be one service area where work may be carried out by the Service Crew of the competing car.

Crews may work unassisted on their own cars as described in K34.1.3.

## **14. IDENTIFICATION**

Competitors will be identified by 9" high black numbers on a white background on both sides of the vehicle (not supplied). Competitors will be responsible for maintaining these identifications in a legible condition during the event and their removal after the event or upon retirement. Competitors will also identified by high visibility numbers supplied by the organisers **to be fixed on both rear side windows.**

## **15. CONTROLS AND TIMING**

The event will be run using Target Timing (K30).

The rally will be divided into Road Sections and Special Stages.

All controls other than Passage Controls (PCs) and Route Checks will be Time Controls (TCs). Each road section will be allotted a Target Time based on approximately 28 mph average or less and a competitor can calculate his Due Time of arrival at any TC by adding his Target Time to his actual time of departure from the preceding TC. On any Road Section following a Special Stage three or four minutes extra will be allowed over the set average speed to account for any delays at the Special Stage Finish.

All Special Stages will have a Bogey Time set at 75 mph and a Target Time set at approximately 30 mph. Competitors will receive penalties as follows:-

- (i) Under Bogey - Bogey Time
- (ii) Over Bogey under Target - Actual Time Taken
- (iii) Over Target - Target Time(No extra time penalties)

However, excess lateness taken over Target on Road Sections and Special Stages is cumulative and once lost cannot be regained.

When accumulated lateness between any two adjacent Main Controls exceeds the permitted maximum of 5 minutes a competitor will be excluded.

Should any recorded time not be legible or not appear authentic the organisers may use any means at their disposal to establish a time.

The following titles shall describe the various types of Time Controls:  
(See K28 for description of signs).

(a) Main Controls (MC - Signs 1 and 2)

- (i) Main controls will be situated at the Start and Finish of the Rally, immediately before and after any Rest Halt/Service Area, or at any other specified point.
- (ii) At an MC after a rest halt Competitors will restart at 30 second intervals in order of their arrival at the MC immediately preceding that halt.
- (iii) Each competitor will be given a due starting time from any MC and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. Also a time penalty will be applied.
- (iv) Competitors not excluded by reason of having accumulated more than the maximum allowed lateness will restart (subject to 16(a)(iii) above) from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MC's.

(b) Special Stage Arrival Controls (SSA - Signs 1 and 2)

On arrival at SSA a competitor will receive an arrival time only when he is ready to start the stage (helmets on etc.). A competitor who is early may wait for his Due Time subject to K29.3. A provisional start time for the stage will be allocated in accordance with K30.4(k). He must then proceed immediately to the Start Line.

(c) Special Stage Start Control (SSS - Sign 3)

At the SSS a Competitor will be given a start time for the Stage in hours, minutes and seconds and will normally coincide with the provisional time allocated at the arrival control. Once a competitor has clocked in at an SSA the competitor must be ready to start the stage except as laid down in K30.4(k). The Marshal will count the competitor down in accordance with K25.12 and will raise the flag at Zero, which will be the signal to start. The 30 second warning will not be given.

As each section is timed separately the time taken from SSA to SSS is Dead Time and delays are automatically allowed for. The control area between Sign 1 at the SSA and Sign 3 at the SSS will be parc ferme

(d) Special Stage Finish Control (SSF - Signs 4, 5 and 7)

At the SSF a competitor will receive his finish time in hours, minutes and seconds. This time in hours and minutes will be his start time for the following Road Section. Any competitor who fails to stop at the STOP Line must not, under pain of exclusion, reverse to the stop line, but must return on foot.

(e) Passage Control (PC)

At certain points indicated in the Road Book the organisers may establish PCs in order to collect Time Cards from competitors or for other purposes. There will be no

official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

It is a competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed. Once a time has been accepted by a Competitor NO FURTHER CLAIMS WILL BE ENTERTAINED. Any adjustment caused by a Timekeeper's error MUST be made at the Control in question.

Caution boards may be used to give advanced warning of hazards and will be sited in accordance with K28.9.

## **16. PENALTIES**

Competitors will start with zero marks. Classification for the order of merit will be by reference to total marks lost, the winner being the competitor with the least total penalty.

Penalties will be as K31 except:

- 1) Not complying with a requirement of the Road Book or these SR's for which no other penalty is specified - 5 minutes

The following offences will carry a penalty of Exclusion from results:

- 2) Not reporting at or not providing proof of visiting a control or check
- 3) Servicing contrary to SR14
- 4) Contravention of K9, 35.4, 25.1, 25.3, 25.3.1, 25.3.2, 25.8, 25.9.1, 25.9.2.
- 5) Accumulated lateness (in excess of target time) between any two adjacent Main Controls of more than 5 minutes

To be classified as a finisher a car with its crew must complete the course without incurring the penalty of exclusion and hand in a completed damage declaration form with the final time card.

## **17. G.R. MODIFICATION**

K9.1.3 - Either crew member may drive during the competition subject to both crew members holding licences to permit that person to drive.

K35.1 - See SR 16.

K30.4 (e) - Reduced to 5 minutes.

K29.1 - Controls will close 5 minutes after due time of arrival of last car

## **18. TYRES**

All tyres used in Special Stage rallies shall comply with R2.

## **19. DAMAGE DECLARATION**

Competitors will be required to complete and sign a report declaring 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. Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by exclusion (K35.4).

Competitors who do not report at the finish are required to forward the report to the Secretary within 72 hours of the event, unless they have been involved in an incident in

which case details must be given to the organisers the same day. Competitors who fail to reply will be penalised by a fine of £100.00 (K35.4.1).

## **20. JUDGES OF FACT AND DRIVING STANDARDS OBSERVERS**

Judges of Fact and Driving Standards Observers may be appointed by the organisers and will be on duty to observe and report upon any competitor considered to be in contravention of the regulations for the event in accordance with C11, C13, K24.2.11 and 12. Details of Judges of Fact will be displayed at signing-on.

## **21. DRIVING ON THE RACE CIRCUIT WITH DEFLATED TYRES ETC**

Under the conditions our contract of hire for the venue with B.A.R.C. Pembrey Ltd no competitor with a deflated tyre or mechanical problems likely to cause damage to the race circuit is to enter any part of the circuit forming part of a Special Stage. Any competitor who breaches this condition may be reported to the Stewards of the Meeting who may impose a penalty of exclusion from the event.

## **22. MEDICAL ASSISTANCE ON STAGE**

Competitors are required to carry a SOS Board and an OK Board in accordance with K25.5. In the event of an accident requiring medical assistance competitors should display the SOS board to the following cars. The following cars should determine the exact location of the incident by reference to their road book and the distance to the next junction and inform the stage finish control immediately on arrival there. If medical assistance is not required, competitors must display the 'OK' card. Penalty for misuse of this facility is exclusion and reporting to the MSA.

The Red Flag procedure as K24.2.7(b) will apply on all stages. All competition will cease on appearance of red flags and competitors should stop at the side of the road or track. They must not proceed until advised to do so by an official of the event.

## **23. REFUELLING**

All competitors shall familiarise themselves with the recommendations published by the MSA with regard to the refuelling of competing vehicles on the event. A refuelling zone has been set up within the service area for this purpose and it is recommended that competitors make use of this facility.

## **24. TRADE VEHICLES**

Will only be allowed into the Service Area if prior arrangements have been made with BARC (Pembrey) Ltd - Tel:01554 891042) and confirmed to the Secretary of the Meeting.

## **ACKNOWLEDGEMENTS**

K&N Filters  
Royal Automobile Club Motor Sports Association Ltd.  
BARC (Pembrey) Ltd  
St John's Ambulance  
Local Motor Clubs  
All Marshals  
All Competitors and Supporters

## NOTES