

PETER LLOYD RALLYING STAGES 2005

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENT

Carmarthen Motor Club Ltd will organise a National B permit Stage Rally on Sunday 9th October 2005.

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.
- (d) Contenders of the championship listed under SR5.

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

5. CHAMPIONSHIPS

The event is a qualifying round of the following championships:

- (a) Welsh Clubman Tarmacadam Championship 2005 (10/2005)
- (b) Brian Dennis Motorsport Welsh Historic Rally Championship (7/2005)

6. SCRUTINEERING AND SIGNING-ON

Scrutineering and signing-on will take place at The Welsh Motorsports Centre at Pembrey on Sunday 9th October 2005 between 07.00 and 09.00. Any competitor not signed on one hour before his start time may be excluded. First car starts at 09.30.

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

7. 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).

8. CLASSES

The event will consist of 7 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 and 2 wheel drive.
- 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 2005 Welsh Clubman Tarmacadam Championship.
- Class 7 - Historic rally cars complying with K37.10 to K37.12

All forced induction engines, 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.

9. TROPHY RALLY

A trophy class will run over stages 5 and 6, and will be open to any competitor who retires on stages 1 to 4, subject to the car being re-scrutineered and permission being granted by the Clerk of the Course. There will be no awards given in this class as it is intended purely to give those who retire early in the event to have an opportunity to give their car a run.

10. 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.	

11. ENTRIES

The entry list opens on publication of these regulations and closes on Friday 30th September 2005. The entry fee is £180.00. 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). Please restrict any telephone calls to between 1800 and 2100.

The maximum entry for the meeting is 90 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.

12. OFFICIALS

MSA Steward: T.B.A.

Club Stewards: Ian Howells and Mike Kennett

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

Chris Long Tel: 01792 425416

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)

Chief Marshals: Clive Morris & 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

13. 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.

14. 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)

15. 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.

16. 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 be identified by high visibility numbers supplied by the organisers **to be fixed on both rear side windows.**

17. 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). Notwithstanding regulation K25.12, the starting procedure for special stages shall be replaced by traffic lights in accordance with the following procedures and sequence. The 30 second warning will not be given. With 15 seconds to go the Red light comes on. With 10 seconds to go the Red light stays on and the five Amber lights come on. With 5 seconds to go the Red light goes out. From 5 seconds to zero the Amber lights count down the last 5 seconds. At zero seconds the Green light comes on to signal go. The green light remains on for 5 seconds

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.

18. 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.

19 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 17.

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

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

20. TYRES

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

21. 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).

22. 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.

23. 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.

24. RED FLAG PROCEDURE

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.

25. PROCEDURE ON ENCOUNTERING A MAJOR ACCIDENT

Competitors are reminded of regulation K25: "Competitors must carry an A4 size white board with a red SOS on one side and OK on the other. In the case of an accident where urgent medical attention is required, where possible the red 'SOS' sign should be immediately displayed to the following cars and to any helicopter attempting to assist. **Any crew which has the red 'SOS' sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is**

not displaying the red 'SOS' sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties. In the case of an accident where medical intervention is not required, the 'OK' sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the 'OK' sign must be displayed so that it is clearly visible to other competitors. Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This triangle must be placed even if the stopped car is off the road. The road books shall contain a page giving the accident procedure. Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. Competitors who misuse the 'SOS' or 'OK' board will be penalised and may be reported to the MSA for further penalty."

26. 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.

27. 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

Peter Lloyd Rallying
Royal Automobile Club Motor Sports Association Ltd.
BARC (Pembrey) Ltd
St John's Ambulance
Local Motor Clubs
All Marshals
All Competitors and Supporters