



WEST WALES RALLY SPARES

JAFFA STAGES

PROMOTED BY CARMARTHEN MOTOR CLUB LTD.

SUNDAY 29th DECEMBER 2024



SUPPLEMENTARY REGULATIONS

WEST WALES RALLY SPARES

SPECIALISTS IN NEW & USED
COMPETITION PARTS

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WEST WALES RALLY SPARES JAFFA STAGES 2024

Foreword

Saturday, June 16th 2012 proved a dark day in World Rallying circles. Whilst competing in the Targa Florio Rally in Sicily, one of the best young co-drivers to come out of West Wales succumbed to his injuries following a violent accident with a roadside barrier and lost his life at the tender age of just 24.

That young co-driver was Gareth Roberts, affectionately known as “Jaffa” to the rally world. Gareth was born and bred in Llanpumsaint, near Carmarthen and, despite competing for only 8 years, his reputation had earned him respect worldwide with many viewing Gareth as a future World Champion. Gareth was co-driving for Craig Breen at the time – the pairing having won the Junior WRC in 2011. Ironically, 2023 saw further tragedy when Craig himself lost his life in remarkably similar accident whilst taking part in a pre-rally test in Croatia.

Carmarthen Motor Club are proud that such a young co-driver from their area had risen to such heights – on a steep ladder that he was still rapidly climbing. In 2012, our title sponsor, **West Wales Rally Spares** asked us to rename the rally as the **Jaffa Stages** - in the hope of perpetuating our memories of Gareth. We were delighted to have an opportunity to do so and are grateful to West Wales Rally Spares and the Roberts family for their co-operation in allowing us to implement this change.

Cofiw'n amdano â balchder – We remember him with pride



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WALES RALLY SPARES JAFFA STAGES 2024

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENT

Carmarthen Motor Club Ltd will organise an Interclub permit Single Venue Stage Rally on Sunday 29th December 2024.

2. JURISDICTION

The meeting will be held under the General Regulations of The Royal Automobile Club Motor Sports Association Ltd (Motorsport UK) (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

Motorsport UK Permit Number: TBA

Motorsport UK Permit Number – Cross Cars: TBA

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 (Interclub 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 at the following times

Saturday 28th December 2024 between 15.00 – 17.00

Sunday 29th December 2024 between 06.00 and 08.30

Competitors should indicate on their entry form which scrutineering session they will be attending

Any competitor not signed on one hour before his start time may be excluded. First car starts at 09.10.

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

6. DRIVER'S BRIEFING

A mandatory driver's briefing will be held in the scrutineering area at 08.30am. All competitors must attend.

7. ROUTE

Cars will start at 30 second intervals.

The event will comprise approximately 38 miles in 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 200 metres of unsurfaced roads. These stages will be timed to an accuracy of less than 1 minute in accordance with R26.6.2.

Each stage will contain a merge and a split R29.3 and R29.4
The event will start and finish at the Welsh Motorsport Centre at Pembrey (159/396 033).

8. CLASSES

The event will consist of 8 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 – two wheel drive

Class 6 – Cars 2001 cc and over – four wheel drive

Class 7 - Road rally cars as defined in the rules of the Welsh National Tarmacadam Championship 2024.

Class 8 – Cross Cars

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.

Class 8 will run under a separate permit following the main field and will not be eligible for overall awards.

9. 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.

Best turned out Ford Escort (in the opinion of the scrutineers) Jaffa trophy and replica for driver

10. ENTRIES

The entry list opens as stated below and closes initially for seeding purposes on Wednesday 18th December 2024. The final closing date for entries will be Thursday December 26th 2024 although any entries received after 18th December 2024 may not be included on the seeded entry list. All entries must be made on the official entry form - entry places may not be reserved. The Entry fee is £320.00

The procedure for the submission of entry forms shall be as follows:

a) Entries are to be submitted by e-mail only. Entry forms may be completed electronically, or filled in manually and scanned in.

b) Entry applications open at 20.00 on Monday 25th November 2024, and are to be sent by email to cmcentry@aol.com. Entry applications received before this time will not be considered. Entry fees are not required to be submitted with the initial entry application.

c) Entries will be acknowledged electronically as soon as possible, and in any case, within 7 days. The acknowledgement will state either:

i. We are in a position to accept your entry

ii. You are placed on the reserve list and will be contacted further if it appears that we may be in a position to accept your entry.

iii. Your entry is held in abeyance for the present time.

iv. Your entry cannot be accepted.

d) If option i applies, payment is to be made via BACS within 48 hours of the acknowledgement email being sent – **payment details will be included on that**

email. If a BACS payment is not received within the 48 hours stipulated, the entry may be offered to another competitor. If appropriate, acceptance of the entry will be confirmed upon receipt of the entry fee within the stipulated period.

The Entries Secretary of the Meeting is Simon Gronow, (Tel: 07554 423516 or E-mail cmcentry@aol.com). **All entry application must be sent to the cmcentry@aol.com address.**

The maximum entry for the meeting is 70 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.

The first 50 entries and the first 10 Cross Car entries will be selected on receipt. The final 10 entries will be selected at the organiser's discretion.

Entries cancelled in writing before the initial closing date for entries (18th December 2024) will be entitled to a full refund less £20. Entries cancelled after the initial 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, entry list and passes will be sent to the email address(es) indicated on the entry form in the week prior to the event and will carry the same force as these regulations.

11. OFFICIALS

Motorsport UK Steward: TBA

Event Stewards: Mike Kennett and Ian Howells

Clerk of the Course: Chris Long (07770 815700)

Deputy Clerk of the Course: Mike Griffiths (07794 365664)

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

Competitor Liaison Officer: Ryland James (07773 346878)

Entries Secretary: Simon Gronow Tel: (07554 423516)

Chief Marshal: Martin Harry – (07534 842609 or Towy22martin@gmail.com)

Motorsport UK Chief Scrutineer: Rob John

Motorsport UK Timekeeper: Richard Lomax

Chief Medical Officer: Jaz James

Judges of Fact: To be displayed on official notice board

Vehicle eligibility: Rob John

Environmental scrutineer: Rob Duke

Radio Co-ordinator: Kevin Hughes

Safety Officer: Terry Wyn Jones

Spectator Safety Officer: Rob Mitchell

Service Area Safety Officer: Paul Davies

Safeguarding Officer: Chris Howells

Results Service: Amserwyr Modur Cymru

12. RESULTS

Provisional results will be published online in accordance with D26.1.2 and any protest must be lodged in accordance with C5 and appeals in accordance with C6. Results will appear on the Carmarthen Motor Club website (www.carmarthenmotorclub.co.uk) and on the results service website (www.amcrallyresults.co.uk) following the event. If required, competitors may print their own copy of the results from the above websites. Unofficial

results during the event will be available on the following website (<https://rallylivetiming.info/>)

13. 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 R33.1.

Competitors may be required to make up lateness at rest halts.

14. 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 R38.2.

15. 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** and black numbers to be fitted to the rear screen (or equivalent space on two-seater cars) as per R6.1.3(b) and will be provided by the organisers.

16. CONTROLS AND TIMING

The event will be run using Target Timing (R31).

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 Drawing nr 29.4.1 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 at the start of the event, or immediately following any Rest Halt/Service Area and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. A time penalty will also 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 R30.3.1. A provisional start time for the stage will be allocated in accordance with R31.2.11. 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 R31.2.11. Start procedure will be in accordance with R25.7.2 utilising automatic traffic lights in accordance with the following 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 R29.1.9.

17. 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 Chart R32.2 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 disqualification from results:

- 2) Not reporting at or not providing proof of visiting a control or check
- 3) Servicing contrary to SR14
- 4) Contravention of R5.4, R25.3, R25.5 or R25.6.
- 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 disqualification and hand in a completed damage declaration form with the final time card.

18. G.R. MODIFICATION

R5.4.3 - Either crew member may drive during the competition subject to both crew members holding licences to permit that person to drive. Co-drivers intending to drive on special stages must advise the entry secretary at Signing-on.

R30.1 - Controls will close 5 minutes after due time of arrival of last car

R31.2.5 - Reduced to 5 minutes.

R40.1.6 – Competitors missing a Control or Special Stage are permitted to rejoin the rally at any Special Stage Arrival control authorised by the Clerk of the Course. Competitors wishing to do so are to liaise with the Entry Secretary/Competitor Liaison Officer prior to rejoining. Competitors missing a Special Stage will be penalised in accordance with R32.2 (a)(ii) – 30 minutes per stage. No further penalty will be applied in respect of other controls missed in connection with the missed stage.

R48.5.11 – The maximum number of tyres allowed on the event will be 12.

19. G.R. MODIFICATION – CROSS CARS ONLY

R 5.2.1A - The Driver must hold and produce a valid Competition Licence for those rallies specified in the 2023 Chart of Minimum Acceptable Licences as requiring a Competition Licence. Exceptionally and for Clubmans Historic Road Rallies only, competitors who are not eligible to apply for a UK Competition Licence may obtain an Historic Regularity Competitors Permit which use and validity is limited solely to that rally.

R5.4.1A – Each car shall carry only the Driver. Passengers are not permitted.

R6.1.3A – On Special Stage Rallies the organisers will specify in the SRs how competitors must display their allocated competition number as follows:

(a) In accordance with J.4 together with,

(b) Competition numbers for each upper rear side rear which shall be 25cm high with a stroke width of at least 31.5mm, a minimum separation not less than 31.5mm and coloured yellow or orange and which may be reflective. Further in the bottom of the upper rear the competition number shall be displayed black numbers on a 18cm x 18cm white background. This number must be visible from the rear of the vehicle at eye level but must not impede the rear view via the rear view mirror. Where a National event follows an International status event, they may use the International style numbering.

20. 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 (R40.1.3). Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by exclusion (Chart R32.2.p).

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 R40.1.4.

21. 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 G10, G11, R24.7.1 to R24.7.10 & R24.8.1 to R24.8.3. Details of Judges of Fact and Driving Standards Observers will be displayed at signing-on.

22. 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.

23. RED FLAG PROCEDURE

The red Flag procedure as R24.4.5 and R25.6.4 will apply on all stages. On passing a red flag displayed by a marshal wearing a marshals' tabard, the driver must immediately and significantly reduce speed as well as being prepared to stop at any time.

24. PROCEDURE ON ENCOUNTERING A MAJOR ACCIDENT

Competitors are reminded of regulation R25.4 to R25.4.12:

"25.4. Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for oncoming competitors

25.4.1. In the case of an accident where urgent medical attention is required, the red SOS sign must be displayed as quickly as possible to alert following cars and aid any aircraft attempting to assist. Where present the crew must operate the SOS function on the Tracking Console.

25.4.2. Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew members are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance. Where present the crew must operate the SOS function on the Tracking Console in their own vehicle and that of the crashed vehicle where accessible.

25.4.3. All following cars must also stop and the second car arriving at the scene must inform the next radio point.

25.4.4. Subsequent cars must leave a clear route for emergency vehicles.

25.4.5. The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.

25.4.6. Any crew which is able to but fails to comply with the rule will be disqualified following a Judicial Hearing pursuant to Section C and reported to the ASN.

25.4.7. In the case of an incident where medical intervention is not required, the OK sign must be clearly shown to following vehicles, and to any aircraft attempting to assist. If the crew leave the vehicle, the OK sign must be left clearly visible to other Competitors. Where present the crew must operate the OK function button on the Tracking Console.

The Emergency Red Warning Triangle must be placed at least 100m down the stage, appropriate to the approaching speed of following competitors to provide a visible advanced warning.

25.4.8. Any crew failing to comply will be Disqualified following a Judicial Hearing pursuant to Section C and reported to the ASN.

25.4.9. Competitors who misuse the SOS or OK signs will be penalised and may be reported to Motorsport UK for further action.

25.4.10. Where a Tracking System is being used, a competitor encountering a hazard other than described in 25.4.2. must operate the Hazard function on the Tracking Console and await further instructions from officials.

25.4.11. Competitors who misuse the Hazard function will be Disqualified following a Judicial Hearing pursuant to Section C and reported to the ASN for further action.

25.4.12. A 'hazard' is defined as any situation or incident on a Special Stage which is considered to be creating a safety issue that affects the safe passage of Competitors through that Stage."

25. REFUELLING

All competitors shall familiarise themselves with the recommendations published by Motorsport UK with regard to the refuelling of competing vehicles on the event. A refuelling zone has been set up near to the service area for this purpose and it is mandatory that competitors make use of this facility. **BOTH CREW MEMBERS MUST BE OUT OF THE CAR WHILST REFUELLING TAKES PLACE.**

NO REFUELLING TO CARRIED OUT OTHER THAN WITHIN THE DESIGNATED REFUELLING AREA.

26. RACE WITH RESPECT

All competitors should familiarise themselves with the "Race with Respect" protocol introduced by Motorsport UK. Further information may be found at <https://www.motorsportuk.org/racewithrespect/>

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.

29. ADMISSION TO VENUE

The entry fee includes admission for up to 6 nr persons per competitor. This includes the driver, co-driver and up to 4 other support personnel. 6 nr single use e-tickets will be sent by email to each competitor prior to the event, and it will be the competitor's responsibility to distribute these to team members as appropriate. The competitor and team are responsible for either printing the tickets off prior to travelling, or to produce them at the admission gate on a smartphone.

30. OVERNIGHT CAMPING

It has yet to be confirmed if overnight parking will be allowed at Pembrey on the evening prior to the event. Confirmation of whether or not this will be allowed will be advised in the final instructions.

ACKNOWLEDGEMENTS

Gareth, Linda and Ioan Lloyd – West Wales Rally Spares
Mike and Dai Roberts and families
Motorsport UK
BARC (Pembrey) Ltd
Local Motor Clubs

All Marshals
All Competitors and Supporters