



WEST WALES RALLY SPARES JAFFA STAGES

PROMOTED BY CARMARTHEN MOTOR CLUB LTD.

SUNDAY 28th DECEMBER 2025



SUPPLEMENTARY REGULATIONS

WEST WALES RALLY SPARES

SPECIALISTS IN NEW & USED
COMPETITION PARTS

11 Parc Menter, Llandysul, Ceredigion, SA44 4JL
Tel: (01559) 363731

WEST WALES RALLY SPARES JAFFA STAGES 2025

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.

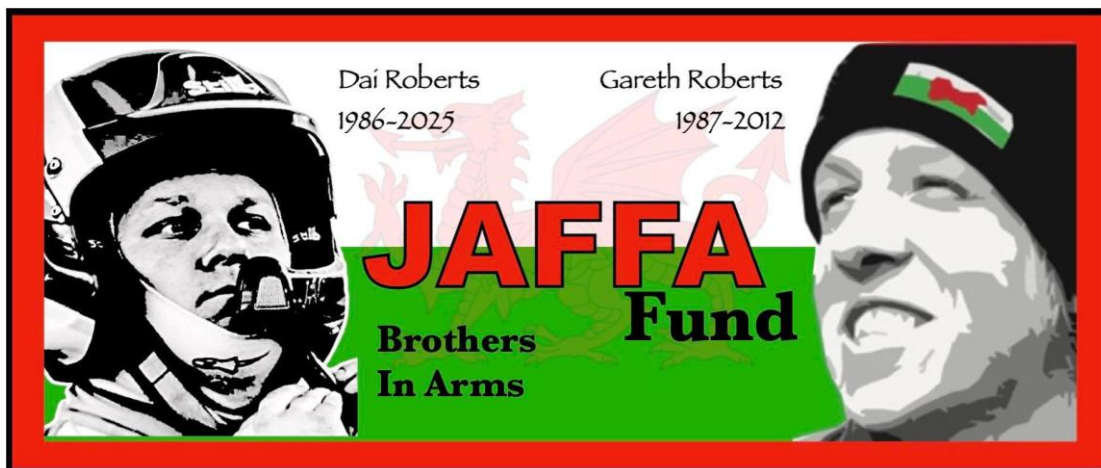
That young co-driver was Gareth Roberts, affectionately known as “Jaffa” to the rally world. Gareth was born and bred in Llanpumsaint, near Carmarthen and, despite competing for only 8 years, his reputation had earned him respect worldwide with many viewing Gareth as a future World Champion. Gareth was 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.

Unfortunately further sadness was to follow when Gareth’s brother Dai lost his life on Saturday 24th May 2025 competing on the Jim Clark Rally.

Carmarthen Motor Club in conjunction with our title sponsor, **West Wales Rally Spares** will continue with naming our rally as the **Jaffa Stages**, as we have done since 2012, however we need to perpetuate our memories of Gareth and Dai with them both forever being in our memories.

Cofiw'n nhw â balchder – We remember them with pride



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WWRS JAFFA STAGES 2025



**Recognised
Club**

CARMARTHEN MOTOR CLUB LTD 28th DECEMBER 2025 WWRS JAFFA STAGES Event Supplementary Regulations

[1] ANNOUNCEMENT

- 1.1 Carmarthen Motor Club Ltd will organise an Interclub Single Venue Stage Rally on 28 December 2025 and shall be known as the WWRS Jaffa Stages
- 1.2 The event will take place at Pembrey circuit

[2] JURISDICTION

- 2.1 This meeting will be held under the National Competition Rules (NCR) of Motorsport UK (ASN) (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations and any other written instructions the promoting Club may issue for this event.

[3] PERMITS

- 3.1 Motorsport UK Interclub Permit: 205211

[4] ELIGIBILITY

4.1 Competitors

- 4.1.1 The Event is open to all fully-elected members of Carmarthen Motor Club, all fully elected member Clubs within the WAMC and ASWMC.
- 4.1.2 All competitors must hold a valid Motorsport UK Interclub Competition Licence (or higher).
- 4.1.3 Club membership cards and Championship registration card(s) if applicable will be inspected at signing-on.
- 4.1.4 Competitors must comply with NCR Ch.13 App.9

4.2 Vehicles

- 4.2.1 Cars must comply with NCR Ch.7, NCR Ch.8, NCR Ch.13 App. 16, and NCR Ch.13 App.17
- 4.2.2 Competing cars do not require road fund licences. MOT Certificates (if applicable) and Registration Documents must be available for inspection at scrutineering.

4.3 Tyres

- 4.3.1 The maximum number of tyres permitted for this event will be 12 – as per NCR Ch.13 App.16 Art. 7.11. You will be required to complete a tyre declaration upon finishing or retiring from the event.

4.4 Fuel

4.4.1 Competitors must use fuel that complies with the Motorsport UK definition of Permitted Fuel outlined in NCR Ch. 8

4.5 Noise

4.5.1 The noise limit for the event is 100db which will be strictly enforced both before the event at scrutineering and during the event. The penalty for excessive noise will be disqualification

[5] SCRUTINEERING

5.1 Scrutineering will take place at Pembrey Circuit on Saturday 27th December 2025 between 15.00 and 18.00, and on Sunday 28th December 2025 between 06.30 and 08.00

[6] EVENT START

6.1 The Event will start at 09.10.

6.2 Any competitor not signed on one hour before their start time may be disqualified.

6.3 There will be a drivers briefing which it is mandatory for all competitors to attend commencing at 08.30.

[7] DESCRIPTION OF EVENT

7.1 The event will start and finish at Pembrey Circuit (Map 159, 396 033).

7.2 The event will comprise approximately 38 miles in 6 special stages on private property in the form of concrete and tarmac surface roads at Pembrey Circuit. Each stage may contain up to 200 metres of unsurfaced roads. No part of the event will be held on the Public Highway

7.3 Entrants will be supplied with route diagrams and time cards at signing on. These documents will provide all the necessary information to enable competitors to comply with NCR Ch. 13 App. 12 Art. 2

7.4 The stages will be timed to an accuracy of less than one minute in accordance with NCR Ch. 13 App. 13 Art. 8.4

7.5 Each stage will contain a merge and split

[8] CONTROLS AND TIMING

8.1 The event will be run using Target Timing NCR Ch. 13 App. 13 art. 9

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

8.3 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.

8.4 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.

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

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

8.7 The following titles shall describe the various types of Time Controls:

(See Drawing Ch.13 App. 23 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 or at any other specified point.

(ii) After a rest halt or service Competitors will restart at intervals of two cars per minute in order of their arrival at the Time Control immediately preceding that halt.

(iii) Each competitor will be given a due starting time from any MC at the start of the event, or any Time Control 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 at any MC.

(iv) Competitors not excluded by reason of having accumulated more than the maximum allowed lateness will restart (subject to 8(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. A competitor who is early may wait for his Due Time subject to NCR Ch.13 App. 13 Art. 3.9 A provisional start time for the stage will be allocated in accordance with NCR Ch. 13 App. 13 Art 6.1. He must then proceed immediately to the Start Line.

(c) 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 NCR Ch. 13 App. 13 Art. 6.1. Start procedure will be in accordance with NCR Ch. 13 App. 13 Art. 6.3 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.

8.8 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.

8.9 Caution boards may be used to give advanced warning of hazards and will be sited in accordance with NCR Ch. 13 App. 12 Art. 4.1j.

[9] CLASSES

9.1 The following classes shall apply:-

1	All 4-wheel drive cars over 2000cc, Rally 2, R5, S2000, WRC, Rally 3, Group N
3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction

	engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
5	Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc, Rally 4, R2, Rally 5
8	Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc
9	Cars with normally aspirated engines up to and including 1400cc
10	All Rally Start and Road Rally Cars
H1	Historic Category 1, 2 and 3 Rally Cars including Appendix K up to 31.12.81
H15	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. 1601cc to 2000cc including 'Formula 2' Kit Cars (including all Evolution and Maxi variants) that still comply with their homologation
H16	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Over 2001cc (All period homologated Group A and Group N 4wd cars, not including formerly homologated World Rally Cars)

[10] VEHICLES STARTING POSITIONS

- 10.1 Cars will start in seeded order which will be determined in order of anticipated performance
- 10.2 Cars will leave each Main Control / Service out at two per minute
- 10.3 All stages will start at 30 second intervals

[11] IDENTIFICATION

- 11.1 Competitors will be identified by 9" high black numbers on a white background on both sides of the vehicle. They will not be provided by the Organisers. Competitors will be responsible for maintaining these identifications in a legible condition during the event and their removal after the event or upon retirement.
- 11.2 Competitors will also be 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 NCR Ch. 13 App. 9 Art. 5 and will be provided by the organisers.

[12] SERVICING

- 12.1 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 at Pembrey Circuit where work may be carried out by the Service Crew of the competing car.
- 12.2 Crews may work unassisted on their own cars as described in NCR Ch. 13 App. 18 Art. 1.1 1.10
- 12.3 Only one service vehicle will be allowed within the main service area. Any other ancillary vehicles and trailers are to be parked in the adjoining overflow areas.

[13] JUDGES OF FACT

- 13. 1 Judges of Fact and Driving Standards Observers may be appointed by the organisers. Details of Judges of Fact and Driving Standards Observers, together with the facts to be judged, will be displayed at signing-on.

[14] AWARDS

Awards will be presented as follows:-

1 st Overall	Awards for driver and co-driver
1 st in each class	Awards for driver and co-driver
2 nd in each class	Awards for driver and co-driver
3 rd in each class	Awards for driver and co-driver

Best 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

[15] ENTRIES

15.1 The maximum entry for the event is 70 and the minimum is 40. The minimum for each class is 3 entries. Should any of the above minimum figures not be reached, the organisers have the right to amalgamate classes or cancel the event.

15.2 Entry applications open at 18.00 on Monday 17th November 2025

15.3 Entries shall be selected as follows:

15.3.1 The first 55 in order of receipt

15.3.2 15 entries shall be selected at the organisers discretion

15.4 The entry list opens as stated in SR 15 and closes initially for seeding purposes on Wednesday 17th December 2025. The final closing date for entries will be Thursday 25th December 2025 although any entries received after 17th December 2025 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.

15.5 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.

15.6 **All entry application must be sent to the cmcentry@aol.com address.**

15.7 The Entries Secretary of the Meeting is Simon Gronow, 8 Cae'r Bont, Llandaff, Cardiff CF5 2FH. (Tel: 07554 423516 or E-mail cmcentry@aol.com).

15.8 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) Entries are to be sent by email to cmcentry@aol.com. **Entry applications received before the time stated in SR 15.2 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.

[16] ENTRY FEE/REFUNDS

16.1 The entry fee is £365.00. All entries must be made electronically as per SR 15

16.2 Entries cancelled in writing before the initial closing date for entries (17th December 2025) 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.

[17] REFUSAL OF ENTRIES

17.1 The organisers reserve the right to refuse an entry

[18] NOMINATION OF DRIVERS

18.1 The driver may not be changed without the organisers permission and this shall generally not be granted if there are competitors on the reserve list at the time of the request being received. Changes to the co-driver and or the vehicle (including class change) are permitted up to the closing of signing on.

18.2 NCR Ch. 13 App. 9 Art. 4.4 Either crew member may drive during the competition subject to both crew members holding competition licences that permit that person to drive. Co-drivers intending to drive on special stages must advise the entry secretary at signing on.

[19] POSTPONEMENT/CANCELLATION

19.1 Should the event be cancelled, all Competitors who have paid the entry fee will be eligible for a full refund

[20] OFFICIALS

20.1 **Please only call Officials between 19.00 – 21.000**

Official	Name
Event Secretary:	John Butler-Jenkins
Clerk of the Course:	Chris Long (07770 815700)
Deputy Clerk of the Course	Mike Griffiths (07794 365664)
Deputy Clerk of the Course	Ceri Morgan
Motorsport UK Steward:	Tbc
Event Stewards:	Mike Kennett & Ian Howells
Safety Officer:	Terry Wyn Jones
Deputy Safety Officer:	Alexander Long
Service Area Safety Officer:	Paul Davies
Entry Secretary:	Simon Gronow (07554 423516)
Chief Marshal:	Martin Harry (07534 842609 or Towy22martin@gmail.com)
Radio Controller:	Kev Hughes
Deputy Radio Controller:	Tony Jones
Chief Timekeeper:	Richard Lomax
Competitor Liaison Officer:	Ryland James (07773 346878)
Chief Scrutineer	Rob John
Environmental Scrutineer:	Rob Duke
Safeguarding Officer:	Chris Howells
Chief Medical Officer:	Jaz James
Results:	AMC Rally Results

[21] PROVISIONAL RESULTS

21.1 Provisional results will be published in accordance with NCR Ch. 3 App. 6 at Pembrey Circuit.

Results will appear on the Carmarthen Motor Club Ltd 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 day will be available on the following website (<https://rallylivetiming.info/livetiming/event/1001215>)

[22] RESULTS

22.1 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. NCR Ch. 13 App. 13 Art. 14

22.2 Penalties will be as per NCR Ch. 13 App. 8 except:

22.2.1 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:

22.3 Servicing contrary to SR12

22.4 Accumulated lateness (in excess of target time) between any two adjacent Main Controls of more than 5 minutes

[23] PROTESTS & APPEALS

23.1 Protests must be lodged in accordance with NCR Ch.2 App.9 and NCR Ch. 2 App 4

[24] OTHER INFORMATION

24.1 NCR Ch. 13 App. 13 Art. 3.1 Controls will open 5 minutes before the due time of arrival of the first **Vehicle**.

24.2 NCR Ch. 13 App. 13 Art. 9.1e NCR Ch. 13 App. 13 Art. 9.1f Penalty free cumulative lateness is up to 5 minutes. Maximum lateness reduced to 5 minutes

24.3 NCR Ch. 13 App.13 Art. 15 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 who wish to do so are to liaise with the Entry Secretary or Competitor Liaison Officer prior to rejoining. Competitors missing a Special Stage will be penalised in accordance with NCR Ch. 13 App. 8 – 30 minutes per stage. No further penalty will be applied in respect of other controls missed in connection with the missed stage.

[25] DAMAGE DECLARATION

25.1 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 (NCR Ch. 13 App. 13 Art 14.4). Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by disqualification NCR Chap 13. App. 8.

25.2 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 may be penalised by a fine of £100.00 as per NCR Ch. 13 App. 14.5

[26] DRIVING ON THE RACE CIRCUIT WITH DEFLATED TYRES ETC

26.1 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 disqualification from the event.

[27] RED FLAG PROCEDURE

27.1 The red Flag procedure as per NCR Ch. 13 App. 10 Art. 7.31 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.

[28] PROCEDURE ON ENCOUNTERING A MAJOR ACCIDENT

28.1 Competitors are reminded of regulation NCR Ch. 13 App. 10 Art. 7.10 to NCR Ch. 13 App. 10 Art 7.23.

28.2 NCR Ch. 13 App. 10 Art. 7.10 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.

28.3 NCR Ch. 13. App. 10 Art. 7.11 In the case of an incident where urgent medical attention is required the red SOS sign must be displayed as quickly as possible to alert following **Vehicles** and aid any aircraft attempting to assist. Where present the crew must operate the SOS function on the **Tracking Console**.

28.4 NCR Ch. 13 App. 10 Art. 7.12 Any crew that sees a red SOS sign displayed on a **Vehicle**, or sees a major accident where both crew members are inside the **Vehicle** 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.

28.5 NCR Ch. 13. App. 10 Art. 7.13 All following **Vehicles** must also stop and the second **Vehicle** arriving at the scene must inform the next radio point.

28.6 NCR Ch. 13. App. 10 Art. 7.14 Subsequent **Vehicles** must leave a clear route for emergency vehicles.

28.7 NCR Ch. 13. App. 10 Art. 7.15 **The Clerk of the Course** may award a discretionary time to any Competitor delayed in such circumstances.

28.8 NCR Ch. 13. App. 10 Art. 7.16 Any crew which is able to but fails to comply with Arts.7.11-7.15 above may be **Disqualified** following a **Judicial Hearing** and reported to the **ASN** in accordance with but pursuant to the **Judicial** procedures provided by Chapter 2.

28.9 NCR Ch. 13. App. 10 Art. 7.17. 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**.

28.10 NCR Ch. 13. App. 10 Art. 7.18 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.

28.11 NCR Ch. 13. App. 10 Art. 7.19. Any crew failing to comply with Art. 7.17 above may be Disqualified following a **Judicial Hearing** and reported to the **ASN** in accordance with but pursuant to the **Judicial** procedures provided by Chapter 2.

28.12 NCR Ch. 13. App. 10 Art. 7.20 **Competitors** who misuse the SOS or OK signs will be penalised in accordance with but pursuant to the **Judicial** procedures provided by Chapter 2 and may be reported to the ASN for further action.

28.13 NCR Ch. 13. App. 10 Art. 7.21 Where a **Tracking System** is being used a **Competitor** encountering a hazard other than described in Art 7.12 must operate the **Hazard** function on the **Tracking Console** and await further instructions from **Officials**.

28.14 NCR Ch. 13. App. 10 Art. 7.22 **Competitors** who misuse the **Hazard** function may be Disqualified following a **Judicial Hearing** pursuant to Chapter 2 and reported to the **ASN** for further action.

28.15 NCR Ch. 13. App. 10 Art. 7.23 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**.

[29] REFUELLING

29.1 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 BE CARRIED OUT OTHER THAN WITHIN THE DESIGNATED REFUELLING AREA.

[30] RACE WITH RESPECT

30.1 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/>

[31] TRADE VEHICLES

31.1 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.

[32] ADMISSION TO VENUE

32.1 The entry fee includes admission for up to 6 nr persons per competing crew. 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 competing crew 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.

[33] OVERNIGHT CAMPING

33.1 BARC (Pembrey) Ltd may permit the overnight parking of Motorhomes and the like within the confines of the venue on Saturday night, when catering and bar facilities will be available. Under no circumstances are any vehicles to be taken onto any part of the stages other than the direct access route, and any competitor found in breach of this regulation may be refused a start and will be reported to the Stewards of the event, who may refer the breach to Motorsport UK for further action. If overnight parking is allowed, this will be confirmed in final instructions.

ACKNOWLEDGEMENTS

Gareth Lloyd – West Wales Rally Spares

BARC (Pembrey) Ltd

Motorsport UK

Local Motor Clubs

All Marshals

All Competitors and Supporters