



1<sup>st</sup> – 4<sup>th</sup> November 2007

# Supplementary Regulations



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Masters Winners - 2006



[www.ClassicRally.org.uk](http://www.ClassicRally.org.uk)



# The 7<sup>th</sup> Rally of the Tests

## 1<sup>st</sup> – 4<sup>th</sup> November 07

### An MSA Historic Road Rally

#### Supplementary Regulations I - ANNOUNCEMENT

The 7<sup>th</sup> Rally of the Tests will be organised by Classic Rally Association Events Ltd as a Historic Road Rally under a Clubman's permit issued by the Motor Sports Association and these Supplementary Regulations. The event is run in compliance with the MSA Yearbook and applicable appendices. The Supplementary Regulations, together with any Official Bulletins and other Official Instructions, which may be issued, will form the Event Regulations.

The Masters Category of the event will be the final round of the 2007 FIA Trophy for Historic Regularity Rallies.

PLEASE NOTE: all motor sport is potentially dangerous. The 7<sup>th</sup> Rally of the Tests uses roads, tracks and other areas intended to present those taking part with a driving challenge. Under certain conditions the route may be hazardous. Competitors should not enter unless they accept that there is an element of risk to themselves and their car. The onus is on the competitor to drive carefully and safely at all times. The organisers or their representatives accept no responsibility whatsoever for any accident or injury befalling competitors, and do not undertake to provide rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form and at Documentation.

#### II - PROVISIONAL PROGRAMME

Monday 26 <sup>th</sup> February 2007	Entries Open
Saturday 20 <sup>th</sup> October 2007	Entries Close
Monday 22 <sup>nd</sup> October 2007	Official Entry List Published
Thursday 1 <sup>st</sup> November 2007	10:00 - 15:00 - Scrutineering - Scarborough 10:15 - 15:15 - Documentation - Scarborough
Thursday 1 <sup>st</sup> November 2007	17:00 – Rally Start – Scarborough
Thursday 1 <sup>st</sup> November 2007	Overnight Halt – Scarborough
Friday 2 <sup>nd</sup> November 2007	Overnight Halt – Penrith
Saturday 3 <sup>rd</sup> November 2007	Overnight Halt – Penrith
Sunday 4 <sup>th</sup> November 2007	Rally Finish, Blackpool 18:00 - Publication of Provisional Results 20:00 – Prize Giving Dinner, Blackpool

#### OFFICIAL NOTICE BOARD

From 10:00 Thursday 1<sup>st</sup> to 08:00 Friday 2<sup>nd</sup> November – Crown Spa Hotel, Scarborough  
From 16:00 Friday 2<sup>nd</sup> to 08:00 Saturday 3<sup>rd</sup> November – North Lakes Hotel, Penrith  
From 16:00 Saturday 3<sup>rd</sup> to 08:00 Sunday 4<sup>th</sup> November – North Lakes Hotel, Penrith  
From 14:00 to 19:30 Sunday 4<sup>th</sup> November – Imperial Hotel, Blackpool

## ORGANISATION

### Article 1: Organisation

Classic Rally Association Events Ltd  
PO Box 633 NEWPORT NP20 5ZX Great Britain  
Tel +44(0)1633 26 33 66  
mail@ClassicRally.org.uk www.ClassicRally.org.uk

#### 1.1 - Event Officials

Event Director	Jeremy Dickson
Clerk of the Course / Route Co-ordinator	Fred Bent
Chief Marshal / Deputy Clerk of the Course	Robert Redhead
Deputy Clerk of the Course	Anthony Preston
FIA Observer	TBA
Steward	John Richardson
Scrutineer	Alun Morgan
Results Officer	Chris Bruce
Timekeeper	Lee Vincent

## IV - GENERAL CONDITIONS

### Article 2: Format of the Event

2.1 - Event Structure - The rally will cover a total distance of approximately 850 miles, mainly on tarmac roads open to the public. Some broken tarmac and relatively smooth gravel surfaces may be included. The event will include several "Regularity Sections" together with a number of "Special Tests" of driver skill and judgement. Some of the Regularity Sections will be wholly on public roads and some wholly or partially on private land. The Special Tests will take place at motor racing circuits, car parks or similar locations. Each day or evening drive will be designated a Leg and any meal break during a Leg may be designated a Rest Halt. Throughout the rally, the maximum required average speed on public road sections other than major trunk routes will be 30 mph.

2.2 - Route Instructions - The route instructions will mainly be in the form of a Route Book, though certain parts of the route may be defined by other means, such as map references, "tulip" diagrams or "marked maps" issued to competitors during the rally. Information given or implied on marked maps or other official instruction will take precedence over information in the Route Book. An official map list is enclosed as Appendix 1. These are the only maps that may be used and they must be used at their original scale, enlargements are not permitted. The Route Book will be sent out approximately three weeks before the event to allow competitors ample time to plot. However, certain sections will not be issued until the event is underway. These sections will generally include marked maps. Please remember that reconnaissance of the route and or practice is not permitted. The routes, control locations and time allowances will be described in the route instructions, which may be altered by Official Bulletin.

2.3 - Rally Headquarters – A Rally HQ with an administrative office will be established at the start and in hotels at overnight halts and at the finish. Full details will be given in the Route Book. Competitors must contact the administrative office in the event of their being involved in an accident or incident (see Article 9.11), or their withdrawal from the rally (see Article 9.12).

2.4 – There will be two separate categories with different route instructions, timing, results and awards although many roads and tests used will be common. The maximum number of competitors permitted to enter the event will be 100 but within this overall limit no maximum number has been set for each category. Competitors will have a period of one week to check their category allocation from the date that the Official Entry List is published, after which it will not be possible to change categories.

The Masters category - Will offer the more experienced competitor the greater challenge and will include some sections where the route will not be published until the event is underway though there will not be any sections where the route is not issued at least 30 minutes in advance, unless due to an emergency route

amendment. Competitors in the Masters Category will be able to score points in the 2007 FIA Trophy for Historic Regularity Rallies.

The Clubmen category - Whilst still providing a thorough test of both driver and vehicle will be a little less demanding, omitting the more severe Special Tests, some Regularity Sections and the two evening Legs.

#### Article 3: Eligible Competitors

3.1 - The event is open to crews of two, three or four people subject to the seating capacity of the car. The same crew members must remain with the car throughout the event. One member of the crew must be at least 18 years of age. This person will be considered to be the first named driver. If any members of the crew are under 18 they must have their entry countersigned by a parent or guardian.

3.2 - All competitors must be current members of the Classic Rally Association and submission of an entry form will be considered as an application to join. A competition licence is not required but first named drivers of each crew should be able to satisfy the organisers of their driving experience and suitability to take part in the event. In accordance with FIA Regulations all crew members will be required to hold a Regularity Rally Driving Permit and these will be issued to all competitors in the Masters Category.

3.3 - By submitting an application to enter the rally, all competitors agree to abide by the Event Regulations, not only to the letter but also in the spirit. A keen awareness of period must form the basis on which competitors prepare their cars and behave on the rally, reflecting always consideration for others and the highest standards of sportsmanship. Any incorrect, fraudulent or unsporting action by a competitor will incur penalties up to exclusion from the event and the fine of a sum to be determined by the Clerk of the Course.

**Competitor failing to abide by the spirit of the Regulations** **Start Refused / Up to exclusion**

**Any incorrect, fraudulent or unsporting action by a competitor** **Up to exclusion / or fine**

#### Article 4: Eligible Vehicles

4.1 - All vehicles must at the date of scrutineering and for the duration of the event be road-legal. They must be safe, roadworthy and must be presented in a condition which reflects credit on the event. Bodywork damage (including any incurred during the event), visible rust or corrosion may be penalised.

**Car in unsafe or unroadworthy condition** **Start Refused**

**Bodywork damage, visible rust or corrosion** **Start Refused / 1 minute up to exclusion**

4.2 - All vehicles must be of a model manufactured prior to 31/12/1981. Vehicles of a type first manufactured from 1/1/63 to 31/12/81 will compete for class awards ONLY. All vehicles must comply with the following technical regulations for the event and the relevant MSA vehicle regulations. Neither previous acceptance on other rallies nor any kind of historic vehicle identity documents can be used to alter this requirement, which may only be varied by the Organisers at their discretion (see Article 4.6). Estate cars and car-derived vans may also be proposed for entry.

**Breach of vehicle eligibility requirements** **Start Refused / 1 minute up to exclusion**

4.3 - In the Event Regulations the words 'standard' and 'original' will mean conforming to the standard specification established by the car manufacturer at the time of original volume production. The term 'period' refers to the period of time when the car was a current production model. The word 'model' refers to all variants of the same family of cars and the phrase 'model variant' is used to denote each variation. The word 'homologated' refers to a specification for the model variant entered which was ratified for use in European Championship rallies within period.

4.4 - A Classic Rally Association Vehicle Declaration Form will be issued to all entrants, which requires a detailed statement of every modification to the entered car's standard specification. The fully completed form must be returned to the Rally Office within four weeks of issue or by 30th September 2007 whichever is the earlier. Failure to do this invalidates the entry and the place on the rally may be offered to another competitor.

Vehicle Declaration Forms will be available to the Scrutineers before, during and after the rally. Cars must be presented on the rally exactly as specified on the Vehicle Declaration Form. Any discrepancy will be regarded very seriously by the Clerk of the Course and may be penalised as unsporting behaviour.

**Failure to return Honesty Declaration Form before entries close**

**Entry Invalidated / £50 fine**

**Any discrepancy on an Honesty Declaration Form**

**Start Refused / 1 minute up to exclusion**

4.5 - The entry will be split into classes by model type and engine capacity (the declared size should be the original standard engine capacity). Classes will be structured according to the entries received in order to offer the best sporting challenge to the greatest number of competitors. The provisional list of classes is as follows:

- 1 Clubmen Category – pre 62
- 2 Clubmen Category – post 62
- 3 Sports and Saloons up to 1300cc
- 4 Saloons 1301cc to 1600cc
- 5 Sports 1301cc to 1600cc
- 6 Saloons 1601cc to 1800cc
- 7 Sports 1601cc to 2300cc
- 8 Saloons over 1800cc and Sports over 2300cc
- 9 Sports and Saloons up to 1600cc post 1962
- 10 Sports and Saloons over 1600cc post 1962

a) The organisers reserve the sole right to determine: the class of each entry, the demarcation of models and model variants and their status as saloon or sports cars (which need not reflect period practice). The final class structure will be confirmed in the Official Entry List.

b) The engine capacity of cars with forced induction will be considered to be increased by one third. NOTE: The engine size declared on the “Classic Rally Association Vehicle Declaration Form and the Entry Form” should be the actual engine capacity, except for cars with forced induction when the declared engine size must be the actual capacity increased by one third.

4.6 - All cars must be in standard condition except for modifications specified in these Regulations, which if made must be carried out solely using period-identical designs and materials. All other modifications are prohibited and will be penalised, unless individual approval has been sought and approved in writing from the Rally Office. Only modifications which the entrant can prove were used on a European Championship rally for production cars within period will be considered. If the Scrutineer requires copies of supporting historical evidence (including homologation papers), the entrant must supply them. Any approval will be solely at the discretion of the Organisers.

4.7 - Cars may be modified to the specification of the latest variant of the same model allowed within the class. This will then be deemed to be the car's standard specification as if it had been originally manufactured to that specification. Use of components first introduced for commercial use after 1962 will mean that the vehicle is moved into the post 62 Category and hence will only be eligible for Class Awards.

4.8 - Each and every component used on an entered car must be identical in every way to a component on public sale within period, except for specific non-period items permitted in these Regulations. Cars fitted with prohibited non-period components or otherwise found not to conform to the Event Regulations may be refused permission to start, incur a penalty determined by the Clerk of the Course, placed in another class or in exceptional circumstances be placed in the Class not eligible for overall awards. No entry fees will be refunded nor any other expenses reimbursed to competitors who are refused permission to start.

**Car not conforming to these Regulations**

**Start Refused / Class Transfer**

4.9 - All cars must be equipped with the following safety items:

a) A hand-held fire extinguisher of at least 1.75 litres AFFF or alternatively 2 extinguishers of 0.9 litres AFFF securely mounted inside the car within easy reach of both front-seat crewmembers. If the car is fitted with a

plumbed-in system, an additional hand-held extinguisher must be carried so that assistance can be offered to other competitors. No other extinguishant is permitted.

b) First aid kit, warning triangle and towrope

- The following safety items are not mandatory, but are very strongly recommended:

d) For certain vehicles seat belts are not a requirement of current traffic regulations but it is strongly recommended that they be fitted to all competing cars.

e) A windscreen of modern laminated glass to protect crews from road debris

f) Seats with head restraints designed to reduce whiplash conforming to MSA Safety Criterion Q13

g) A rollover bar, hoop or full roll cage conforming to MSA Safety Criterion Q1

### **Car lacking required safety equipment**

**Start Refused**

#### 4.10 - Engine & Exhaust System

a) The position of the engine within the car, its height and distance from the wheel centres, must not be altered from standard. All engine components must be made from period-identical materials and the engine block must be identical to the one originally fitted. Engines may be overbored up to +0.060" without the capacity class of the entry being affected. The stroke of the engine must be standard. The cylinder head must be of the type originally fitted, or if an alternative is used evidence of use within period must be provided. The number of cylinders, number and position of valves and camshafts, must remain as original. Make and type of pistons, camshafts and timing gears may be changed to any period design. Valve sizes and compression ratios are free. All toothed belt drives are prohibited. No engine may be fitted with non-standard fuel injection or dry-sump lubrication. The location and number of engine mountings must be standard.

b) The inlet manifold, exhaust manifold and system may be changed to any period design. Carburettors may be changed to another period type. Fluid pumps and filters may be changed and oil coolers added. Cooling fans and their drive systems may be changed.

c) All car engines must be adequately silenced. Engines running at 4500 rpm (3000 rpm for pre 1939 cars) must generate less than 98 dB(A) (when measured with the microphone at the same level as the exhaust outlet, at an angle of 45° to it and no more than 0.5m distant). Readings will be taken at pre-event scrutineering and may be re-taken any time during the event.

### **Breach of vehicle technical regulations**

**Start Refused / 1 minute up to exclusion**

#### 4.11 - Brakes

a) Cars not originally fitted with four-wheel hydraulic brakes may be up-rated to four-wheel hydraulic drum brakes using period components. Other braking systems may be upgraded as long as period specification parts are used from another model within the same vehicle manufacturers range.

b) Friction materials, brake lines and hoses are free. Non-period splitting of the hydraulic system to provide dual-circuit braking is permitted.

c) The fitment of non period brake calipers will be penalised.

d) The fitment of non standard ventilated discs, grooved or drilled discs will be penalised.

e) A brake servo may be added or removed.

f) The fitting of brake balance bars whether adjustable or not will be penalised.

g) The fitting of a hydraulic handbrake will be penalised.

### **Breach of vehicle technical regulations**

**Start Refused / 1 minute up to exclusion**

#### **Fitting of non-period brake calipers**

**2 minutes**

#### **Fitting of non-period brake discs**

**2 minutes**

#### **Fitting of hydraulic handbrake**

**2 minutes**

#### 4.12 - Chassis/Underbody, Suspension & Steering

a) Cars may not be lightened from the manufacturer's standard production weight. The body/chassis unit may be given ancillary strengthening and sump guards, transmission and fuel tank protection plates may be fitted. If there are no obvious towrope attachment points, towing eyes should be provided front and rear. Fuel tank capacity may be changed and additional tanks fitted.

- b) All suspension pick-up points must remain in the standard position and the original suspension system must be retained without additional elements, except that anti-roll bars may be fitted front and rear. Adjustable suspension and any non-standard use of spherical bearings (such as rose joints) are prohibited even if homologated. Lever arm dampers may be replaced with telescopic dampers in which case the damping operation of the lever arm damper (if retained as a suspension link) should be rendered inoperative. No additional dampers may be fitted to any car. Damper manufacturer and rates are free but must be of a period design and not have remote reservoirs. The type and material of road springs must remain as standard; spring rates may be changed. Wheel camber must be within one degree of the standard specification.
- c) The steering mechanism must operate as originally designed. Non-standard powered assistance is only permitted using parts fitted by the manufacturer as a production line option for the model.

**Breach of vehicle technical regulations****Start Refused / 1 minute up to exclusion****4.13 - Transmission, Wheels & Tyres**

- a) The gearbox and differential must be as originally fitted, except that the ratios may be changed. The fitment of non-period gearboxes will generally be penalised, cars originally fitted with a three speed box may be fitted with a period four speed box without penalty. A period type of overdrive unit may be fitted to any car without penalty. Clutch springs and friction materials are free, but the actuation system must be to a period design.
- b) Cars in the Vintage Category must be fitted with wheels of a period appearance. For cars in the Historic and Classic Categories the size of wheel may not differ from that originally fitted by more than 10% on nominal diameter and by 1 inch (25.4mm) on nominal width. The resultant track measurement shall not differ from the original by more than 1 inch (2 inches on Morgan or other cars where no additional inset is possible). Rim widths shall not exceed 6 inches unless a wider rim was fitted as standard to that model. Hubcaps and wheel trims should be removed.
- c) All tyres must have a minimum aspect ratio of 70% and must have been designed for road use by the general public.

**Breach of vehicle technical regulations****Start Refused / 1 minute up to exclusion****Fitment of non-period gearbox****2 minutes****Fitting of non-standard wheels except as permitted****2 minutes****4.14 - Bodywork Interior & Accessories**

- a) All structural panels must be of the material provided as standard by the car manufacturer. Minor bodywork modifications in a period style such as bonnet louvers and small-cooling apertures will be allowed. Non-period bodywork modifications may be penalised. All saloon cars must be fitted with the front and rear bumpers fitted as standard, though any over-riders may be removed. Sports cars may run without bumpers.
- b) The replacement of any original window glass with lightweight plastic material is prohibited except for Sports/GT cars. Seats for all crewmembers may be changed to modern high-back competition seats as long as the seats are finished in a plain colour: bright or multi coloured seats will be penalised. Saloon cars must retain a usable rear seat unless a full roll cage is fitted and the interior trim of all cars must remain substantially intact.
- c) Additional period-style instruments may be fitted and the layout of instruments altered. The only electronic information displays that may be fitted are clocks with time of day / elapsed time functions. There may be no more than two clocks / four displays.
- d) Period-style modification of controls to make them easier to use, such as fitting a fly-off handbrake, a gear lever remote control or extending the accelerator pedal to aid heel-and-toe operation, will be allowed. The fitting of period accessories to improve comfort, convenience or safety is permitted. The fitting of non-period accessories may attract penalties.

**Breach of vehicle technical regulations****Start Refused / 1 minute up to exclusion****4.15 - Electrical System**

- a) Cars may be fitted with an alternator. Vehicle polarity may be changed, system voltage increased to a nominal 12-volts maximum and all cars may be re-wired using later materials. The location of the battery may be changed.
- b) The distributor must retain the original drive and location. The trigger for the LT current inside the distributor (mechanical points) may be replaced with one of the simple magnetic or optical systems available.

No other modifications are allowed to the distributor and the ignition timing may only be varied by the standard vacuum and/or mechanical means.

It is prohibited to use any other method or component to trigger, distribute or time the ignition

c) All lamps must be of a period design. No more than two auxiliary driving lamps may be fitted, which must not (except for Vintageants) exceed 170mm diameter measured flat across the visible glass face of the lens. Tape or trims may not be used to reduce the visible glass face of a lens. One adjustable roof lamp fitted as a decorative period feature will not be counted in this regulation. A reversing light may be fitted in addition to any reversing lights provided by the manufacturer.

d) Halogen lamp bulbs may be used provided they comply with current EU lighting regulations which allow 60/55 watt for headlamps and 55 watt for driving lamps. No tinted bulbs are allowed. High intensity gas discharge lamps are strictly prohibited. The actual current consumption of bulbs may be checked at any time during the event. The fitting of a bulb with missing, illegible, or apparently altered markings, or any bulb which tests at a significantly higher consumption to its marked rating, will be penalised as unsporting behaviour.

***Breach of vehicle technical regulations***

***Start Refused / 1 minute up to exclusion***

**4.16 – Distance Measuring Equipment**

a) The position of the speedometer on the dashboard may be changed, but it must remain solely mechanically driven from the standard speedometer cable, which must in turn be driven in the original manner. No odometer may be driven from the non-powered wheels unless an original standard fitting for the model. Any additional tripmeters must be driven from the standard speedometer cable and mechanically operated. For the purposes of these Regulations “Retrotrips” are considered to be mechanically operated. The maximum number of additional displays is three.

b) The only electronic distance measuring device that may be fitted is a tripmeter with no more than two readouts that display distance information only, and fitment of such a tripmeter will be penalised (Masters Category only)

c) Any electronic or magnetic sensor fitted to a hub or any part of the drive train for any purpose whatsoever is strictly prohibited except as in b) above where the appropriate penalty will be applied.

***Breach of vehicle technical regulations***

***Start Refused / 1 minute up to exclusion***

***Fitting or use of electronic tripmeter (Masters Only)***

***2 minutes***

**4.17 - Advertising**

a) In Britain Motor Sport Association Regulations do not permit advertising on cars competing in Historic Road Rallies.

b) The drivers' names and relevant country flag may appear once on each side of the car within the maximum dimensions of 10cm x 40cm. One bona fide club badge may appear on each side of the car within the maximum dimensions of 10cm x 10cm.

c) The rally plates are reserved to the organisers advertising.

d) No other graphics or identification may be displayed upon the car (e.g. shark teeth designs, old race stickers, personal messages etc.).

***Breach of Advertising Regulations***

***Start Refused / 1 minute up to exclusion***

**Article 5: Entry Requirements & Fees**

5.1 - Entrants in the 7<sup>th</sup> Rally of the Tests must ensure that a fully completed and signed entry form (not a faxed copy), together with the appropriate fee, arrives at the CRA Rally Office before the closing date for entries given in II Provisional Programme, or before if an earlier closing date is advised due to over subscription. The first-named driver, who is responsible for ensuring that the car complies with the Event Regulations, must make entries. The entrant agrees to return the Classic Rally Association Vehicle Declaration Form to the Rally Office by the date specified in Article 4.4. Failure to do this invalidates the entry and the place on the rally may be offered to another competitor. In signing the entry form, entrants agree to the conditions of the indemnity contained on the entry form. All crewmembers will be required to sign the indemnity at Documentation

***Crew not fully paid-up members of the Classic Rally Association***

***Start Refused***



**Deliberately false declaration on Entry Form****Exclusion****Non-payment of Entry Fees****Start Refused**

5.2 - All entries will be strictly by invitation only and in returning a completed entry form competitors are proposing themselves for invitation. Entries are received on the basis that an official notice of acceptance or refusal will be given on or before publication of the Official Entry List. Pending this notification each entry remains provisional and acceptance of the entry fee will not be regarded as confirmation of acceptance of the entry.

5.3 - If the event is cancelled, all Entry Fees less 20% OF THE TOTAL ENTRY FEE PAYABLE will be refunded.

5.4 - By agreement with the Organisers, the entrant may change crewmembers from those declared on the entry form before the closing date for entries. The entrant may also change the car provided a new Classic Rally Association Vehicle Declaration Form is sent to the Rally Office. Any car or crew changes after the closing date for entries must be proposed to the Rally Office in writing. In the case of a car change a Vehicle Declaration Form must be sent to the Rally Office as soon as possible. Agreement will be solely at the Organisers' discretion.

5.5 - Team entries will be accepted for any three cars from the same category. One car may be in different teams but the same three cars may not be entered as more than one team. Team entries will be accepted at the Rally HQ up to 08:00, Friday 2<sup>nd</sup> November. If the team name uses the title of a commercial organisation, the word 'team' must also be included. No team name may form an advertising slogan.

5.6 - The Organisers will publish provisional entry lists that must be checked for accuracy by all competitors, particularly as regards category entered and class allocation. Competitors should further check the published Official Entry List (which will give the final class structure) and the entry list posted before the start. The Organisers cannot accept responsibility for any errors or omissions after this time.

5.7 – Entry Fees, The standard entry fee of £2250 may either be paid in full or alternatively, a deposit of £500 may be made and a further £1750 is then payable by 30th September 2007. A lower entry fee (£1950) is payable for those who opt not to stay in the HQ Hotels. In the event of a third party imposing levies of any type to allow the event to take place that were not originally budgeted for we reserve the right to surcharge the entry fee up to a maximum of 10%.

Team entries	£15 per three-car team
Additional crew members (beyond two)	Details on request

The entry fee includes accommodation for two people in a twin room for four nights, evening meals for four nights, lunch on three days, assistance by the official support crews, rally plates for the front and rear of the car, tickets to the gala prize giving.

5.8 - Should the entry be oversubscribed, a date will be given after which only entries paid in full will be accepted. Competitors who have paid a deposit may be required to pay the balance by that date in order to retain the right to propose themselves for entry.

5.9 - Entry fees will be refunded to any applicant whose entry is not accepted. Fees will also be refunded (less £100) if an entry is withdrawn in writing before 30th September 2007. Entry fees will not be refunded for withdrawal after this date, though every effort will be made to transfer the entry fee towards another event. An administration charge of £250 will be payable.

**Article 6: Insurance**

6.1 - It is the responsibility of competitors to arrange valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on the public road. The name of the Insurance Company and Policy Number must be provided at the Documentation check. Competitors are strongly recommended to take out personal accident insurance and 'get-you-home' rescue cover.

6.2 - Standard motor policies commonly exclude use for 'racing, pace making, reliability trials, speed testing or rallies'. Competitors may be able to obtain an extension of their policies to cover the event on application to their insurance company or broker. The organisers have applied to Motor Sports Risk Services for a blanket Certificate of Insurance to offer competitors short period third party liability cover for road sections of the event. The basic rate premium will be advised in a Newsletter.

#### Article 7: Supplements to the Regulations

7.1 - The Organisers reserve the right to change at any time by Official Bulletin the provisions of these Regulations and any other Official Instruction, in order to ensure the proper running of the event. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course. These bulletins may be sent to competitors prior to the event, posted in Rally Headquarters on the Official Notice Board or directly communicated to competitors on the route at any point that all participants are required to visit. Competitors must acknowledge receipt by signature unless this is materially impossible during the running of the event.

#### Article 8: Application and Interpretation of the Regulations

8.1 - All Rally Officials will be identified by badges and will be considered Judges of Fact for the purpose of ensuring compliance by competitors with any provision of the Event Regulations during the rally. Discourtesy, rudeness, threatening or intimidating behaviour towards any rally official or rally marshal will be punishable at the discretion of the Clerk of the Course. Any act of physical violence by a competitor towards a rally official will result in the instant exclusion of that crew.

***Discourtesy, rudeness, threatening or intimidating behaviour to a rally official***

***2 minutes / up to exclusion***

***Any act of physical violence directed towards a rally official***

***Exclusion***

8.2 - The Clerk of the Course is charged with the application of the Event Regulations during the rally. Where a range of penalties is given, the Clerk of the Course will decide the exact penalty at his sole discretion. The Steward of the Meeting will judge upon any case not foreseen in the present regulations.

***Any breach of Regulations where penalty may be unspecified***

***Up to exclusion***

8.3 - Any queries, protests or appeals concerning the application of the Event Regulations or the running of the event must be made in accordance with Article 23. By applying for an entry, all competitors agree to accept the decisions of the Organisers and the Clerk of the Course without recourse to any process of law except the appeals procedure outlined in Article 23. English law will govern all agreements between competitors and the Organisers. Should a court of law find any provision of these Regulations invalid that provision will not apply but all other provisions will stand.

## V OBLIGATION OF PARTICIPANTS

### Article 9: Competitors Obligations

9.1 - Advance practising or reconnaissance of the rally route, or the use of pace notes on the event are all totally contrary to the spirit of the rally and are STRICTLY PROHIBITED.

***Practice or reconnaissance***

***2 minutes up to exclusion***

***Use of Pace Notes***

***Exclusion***

9.2 – The full crew must be on board the car throughout the event, except when the car is stationary or adjacent to a Control, or by Official Instruction to the contrary given in the Road Book or in the instructions for a specific Test or in an emergency. The carrying of passengers is not permitted except in an emergency. All crew members will be issued with a form of competitor identity that must be displayed at all times during the event.

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**Breach of crew requirements** **2 minutes up to exclusion**

**The carrying of passengers, except in an emergency** **2 minutes up to exclusion**

**Irregularity of crew identity** **2 minutes up to exclusion**

9.3 - A competing car must not be towed, pushed or transported by another vehicle, except to bring the car back onto the road, or to clear the road.

**Improper movement of vehicle** **2 minutes up to exclusion**

9.4 - The competing crew, except for any breakdown assistance the Organisers may provide, must undertake all servicing. Other than that provided by Rally Officials, ORGANISED SERVICE ASSISTANCE IS EXPRESSLY FORBIDDEN. The facilities of roadside garages and service stations may be used providing their services have not been pre-arranged. Competitors are encouraged to help each other, but only using components carried in a competing car or purchased locally. Non-competitors and their vehicles (including media vehicles) seen by any Rally Official close to a competing car in suspicious circumstances will be reported to the Clerk of the Course for action to be taken against that crew under this Article or as unsporting behaviour under Article 3.3. Officials do not have to see servicing taking place for a penalty to be imposed; proximity in suspicious circumstances will be sufficient. It is the responsibility of competitors to ensure their behaviour avoids misinterpretation. All Rally Officials will be Judges of Fact to ensure compliance with this regulation.

**Servicing contrary to the Regulations** **2 minutes up to exclusion**

9.5 - During the event certain areas may be declared as Parc Fermé, where working on the car or refuelling is not permitted. Exceptionally within Parc Fermé a competitor may: 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. Parc Fermé rules will generally apply to a radius of 25m from all Control Points.

**Infringement of Parc Fermé rules** **2 minutes up to exclusion**

9.6 - Certain areas may be declared Parc Ouvert, such as a designated parking area or a radius of 200m from the IN and OUT Controls at Rest Halts and overnight halts. Competing cars must remain in these areas at all times. Competitors or officials only may service cars in these areas. No outside assistance is allowed.

**Infringement of Parc Ouvert rules** **2 minutes up to exclusion**

9.7 - All cars must carry a non porous groundsheet covering the entire area of the underside of the car which must be secured beneath the car at all night halts and any other point indicated in the Route Book, where competing cars are parked in designated areas for any period exceeding 30 minutes.

**Failure to carry car groundsheet** **Start Refused**

**Failure to ensure protection by groundsheet of designated car parking area** **2 minutes up to exclusion**

9.8 - Whether fixed to the car or not, radio transmitters and receivers, satellite or radio navigation devices are strictly forbidden to competitors at all times and use will be penalised by exclusion from the event. No form of electronic regularity calculator, personal organisers or similar equipment may be accessible within the car. Any such equipment must be turned off and packed out of sight in travel bags except at overnight halts. Only basic electronic (mathematical) calculators may be used. In order to preserve the historic nature of the event modern intercoms will not be allowed.

**Use of prohibited electronic communications equipment** **Exclusion**

**Fitting or use of electronic intercom system** **2 minutes up to exclusion**

9.9 - Competitors must make every effort to ensure they do not delay other competitors, particularly on regularity sections and special tests. If caught up by another car, it is obligatory for drivers to pull over or even stop to let the other car pass: drivers of unusually wide or slow cars need to be especially aware of the problem. Competitors persistently baulked by another competitor may complain to the Clerk of the Course on the Query Form provided. The Clerk of the Course may impose penalties for avoidable baulking and repetition of such an offence may lead to exclusion from the event. However, under no circumstances will any competitor be granted a time allowance for delays beyond the organisers Control, whether caused by baulking or any form of force majeure.

***Deliberate baulking or blocking of road***

***2 minutes up to exclusion***

9.10 - To protect the smooth running of the rally, it is vitally important that competitors let the Organisation know of any accident or incident during the course of the event, which involves any other person or property, or any incident attended by a police officer or local authority official. Any such incident must be reported immediately by telephone to the Rally HQ at the end of the Leg (using the phone numbers given in the Route Book) and confirmed by fax or in person to the Rally HQ as soon as possible. Failure to report such an incident will render competitors liable to penalties.

On retirement or at the end of the event all competitors are required to complete a damage declaration. This must be completed regardless of whether damage has been incurred or caused. If a competitor is not returning to the HQ, the damage declaration along with the time card book must be posted to the organisers office within seven days of the end of the event.

***Failure to declare to Organisers incident involving persons or property***

***10 minutes up to exclusion***

***Failure to declare to Organisers incident attended by police or local authority official***

***10 minutes up to exclusion***

9.11 - It is essential that competitors who retire from the rally during the course of the event ensure that officials at the next Rally HQ know of their decision to withdraw. Marshals at a Control manned by Rally Officials must be informed and the next Rally HQ telephoned or faxed the same evening. Failure will render the competitor liable to a fine of £100 or exclusion from future CRA events.

***Failure to inform the Organisation of withdrawal from the event***

***Up to £100 fine / future exclusion from Classic Rally Association events***

9.12 - Throughout the event competitors must strictly observe all traffic laws and regulations. Driving at excessive speed or in a negligent manner, or being reported for any driving offence committed during the rally, may be penalised by the Clerk of the Course at his sole discretion. Competitors must always conduct themselves in a manner, which does not discredit the event or arouse adverse public opinion. In addition, cars must stop at Yield, Give Way and Stop junctions.

***Contravening traffic laws, excessive speed or negligent driving***

***5 minutes up to exclusion***

***Behaviour likely to discredit the event or arouse adverse public opinion***

***5 minutes up to exclusion***

**Article 10: Car Identity & Starting Order**

10.1 - The CRA will supply each entrant with rally plates, which must be securely fixed to the front and rear of the car (without covering the registration number). Competition numbers must be attached to the front doors prior to the start and kept clearly visible throughout the event. Loss or removal of the rally plates and or competition numbers may be penalised. Competition numbers and rally plates must be removed or covered on retirement or on completion of the event.

***Irregularity of vehicle identity***

***Up to exclusion***

10.2 - Competing cars and their crew will be required at the pre start holding area 30 minutes before their due time at MTC P/1. The starting order for Leg 1 will be competition number order within each category. The lowest number will start first. Thereafter the starting order for each leg will be Classification order within each category based on the previous legs performance. Any amendments to this will be included in the Route Book or via an Official Bulletin.

A list of competitors' start times will be posted at Rally HQ at least two hours before the Standard Time for the start of each Leg.

Cars will start each leg at one-minute intervals unless a different interval is notified in an Official Bulletin.

#### Article 11: Timecards

11.1 - Each crew will be issued with a set of Timecards on which the control information, including Standard Time, will appear. Competitors are themselves responsible for the presentation or collection of Timecards at the various controls, and for the accuracy of the entries made on those cards. The onus of ensuring that all information entered on a Time Card is recorded clearly and legibly in the appropriate place shall rest with the competitor. Loss of a Time Card will be penalised up to exclusion.

#### **Loss of a Timecard by a competitor**

**Up to exclusion**

11.2 - Only the Rally Officials who have made an entry on a Time Card may change it, and then only by scoring out the original entry and making a completely new one which must be re-authenticated by a further signature or stamp. Any entry on a Time Card, which is not clearly legible or appears to have been tampered with, may be deemed not to have been made. Competitors found to have altered their Time Card will be excluded from the event.

#### **Improper alteration of a Timecard by a competitor**

**Exclusion**

### VI – DOCUMENTATION & SCRUTINEERING

#### Article 12: Documentation & Pre-event Scrutineering

12.1 - Entrants and all crewmembers must attend Documentation & Pre-event Scrutineering at the designated place with their car and the required paperwork, on Thursday 1<sup>st</sup> November 2007.

Crews must have available at Documentation the following documents:

- a) Confirmation of insurance cover as in Article 6.1.
- b) Full driving licence for first named crewmember.
- c) Vehicle registration document, together with written authorisation for use of the car on the event if it is not owned by a crewmember.
- d) Any technical waiver which may have been granted and the originals of any supporting historical evidence the Organisers may have required to be produced.

Whether or not such documents are checked at Documentation, it remains the sole responsibility of the entrant to ensure all legal requirements are met.

#### **Breach of Pre-event Scrutineering requirements**

**Start Refused / 1 minute up to exclusion**

#### **Breach of Documentation requirements**

**Start Refused**

12.2 - At Pre-event Scrutineering, cars will be checked to verify that they conform to the requirements of MSA Regulations and the Event Regulations. However, no car accepted at pre-event Scrutineering will be deemed to comply with the Regulations through having been allowed to start the rally.

12.3 - Cars and competitors will be subject to continuous scrutiny during the event and the Scrutineers or any Rally Official acting under the authority of the Clerk of the Course may make checks at any time.

#### **Car or crew found not to conform to Regulations during the event**

**5 minutes up to exclusion**

12.4 - Cars arriving at the final Time Control may be required for Post Event Scrutineering. In the event of dismantling being necessary this work will be the sole responsibility of the crew. Refusal to carry out such works will result in exclusion from the event and results classification.

***Car found not to conform to Regulations at Post-event Scrutineering***

***5 minutes up to exclusion***

VII - RUNNING OF THE EVENT

Article 13: Route Instructions and Navigation

13.1 - All instructions will be based on the use of the officially listed maps which may be of varying scales. Route information concerning regularity sections and tests will be distributed no later than the start of each Leg unless circumstances require the issue of an Official Bulletin at a later control. The use of maps or any other printed information other than those listed or provided by the organisers is prohibited. Competitors should be aware that any queries, protests, or other information concerning the route will only be considered with reference to the official maps or any subsequent route instructions or marked maps that may be issued by the organisers.

***Use of other maps / printed information***

***5 minutes up to exclusion***

13.2 - All distances will be measured in miles, usually from information on the "official maps". The accuracy of distances quoted and the timings calculated by the Organisers will not be subject to query, protest or appeal.

Article 14: Timing

14.1 - The rally will use the traditional system of Scheduled Timing. Competitors must satisfy themselves that they understand enough of the workings of Scheduled Timing to take part in the event. The Standard Time (see Article 15.7) at each Control will be given in the Route Book and on the Timecards. Standard Time is expressed as the time of day in the twenty-four hour format (that is from 00:00 to 23:59).

14.2 - The official clocks will be deemed to be correct, and competitors should always synchronise their watches with the control clock at the start of each Leg. The Organisers will make every effort to ensure the accuracy of timing equipment used but no legal responsibility can be accepted for any errors and any query, protest or appeal may only be made in accordance with Article 22.1

14.3 – At most controls the marshals' clocks will be "Liège Timers" which will record and transfer the time of checking-in to a memory chip on the competitors' time card. In addition to "chipping" the Time Card the marshal will generally write the check-in time on the Time Card.

Article 15: Controls

15.1 - Types of Control

Control points will be set up to check that crews follow the correct route and comply with the time schedule. Except for Secret Checks and Regularity Timing Points the location of control points will be given in the Route Instructions, given or implied on a marked map, or given in other Official Instructions. At Main Time Controls, Time Controls and Secret Checks timing will be to the previous whole minute. At Regularity Timing Points and Test Finishes timing will be to the previous whole second.

All Controls will be ready to function at least 15 minutes before the theoretical due time of arrival of the first car and cease to operate 30 minutes after the due time of the last car. Controls may cease to operate earlier if all competitors who started that Leg of the event have visited the Control.

a) Main Time Control "OUT" (MTC OUT). MTC OUTs will generally be situated at the start of a Leg. Failure to visit, early departure and lateness will be penalised.

***Late departure***

***30 seconds per minute***

- Early departure** **1 minute per minute**
- Failure to visit within maximum lateness** **30 minutes**
- b) Main Time Control "IN" (MTC IN). MTC INs will generally be situated at the end of a Leg. Main Time Controls will have 30 minutes penalty free lateness unless otherwise specified. Early arrival is permitted subject to Article 15.11. There will be no penalty for lateness up to the maximum permitted lateness (MPL). Failure to visit within MPL will be penalised.
- Failure to visit within maximum lateness** **30 minutes**
- c) Time Control (TC): Time Controls will have 30 minutes penalty free lateness unless otherwise specified. Lateness, early arrival or failure to visit within MPL will be penalised.
- Late arrival (where specified)** **30 seconds per minute**
- Early arrival** **1 minute per minute**
- Failure to visit within maximum lateness** **5 minutes**
- d) Passage Control (PC): Failure to visit during the period that the Control is open will be penalised. Some Passage Controls may be unmanned and proof of passage will be by writing the answer to a question on the timecard. This should be done immediately in ink and will be checked at the next manned control.
- Failure to visit Passage Control** **2½ minutes**
- e) Secret Check (SC): these will be set up at various undisclosed points on the route to check competitors' driving behaviour and adherence to route instructions and compliance with Article 15.11. All Secret Checks will be clearly marked with the appropriate boards. A control board with a "rubber stamp" symbol or where timing is being carried out a control board with a "clock" symbol.
- Failure to visit Secret Check** **2½ minutes**
- Contravening traffic laws, excessive speed or negligent driving** **1 minute up to exclusion**
- Behaviour likely to discredit the event or arouse adverse public opinion** **1 minute up to exclusion**
- f) Regularity Start Control (RS), Regularity Timing Point (RTP) (See Article 16).
- g) Special Test Start Control (TS), Special Test Finish Control (TF): (See Article 17).
- 15.2 - Controls will be sited either by the roadside or within the precincts of cafés, hotels, filling stations or similar clearly identifiable establishments. Official Control Boards will identify all Controls, however any alteration to the board or boards will not constitute a reason for the cancellation of the Control. Where the Control is inside a building, a board bearing an appropriate symbol (clock face for a TC and rubber stamp for a PC) on a yellow background will be positioned at the entrance and a board displaying an identical symbol on a red background will be located at the official's table. If the Control is outdoors, a board bearing the appropriate symbol on a yellow background will be displayed to mark the beginning of the Control area approximately 25m before the actual Control location, which will be denoted by a board bearing the identical symbol on a red background. The area between the yellow and red boards is considered "Parc Fermé". At roadside Controls competitors will be deemed to have entered the Control when their car passes the yellow board. In the case of Time Controls it is permitted to pass this yellow board in the minute preceding the due check in time. At some Control locations a Control Ahead board will be used in which case the yellow and red boards may be close together. Competitors are obliged at all Controls to follow the instructions of the official in charge.
- Failure to follow the instructions of a marshal** **1 minute up to exclusion**

15.3 - All Controls (including Passage Controls and Secret Checks) must be visited using the direction of approach and departure implied in the Route Book, marked map or other official instructions. A Control visited out of sequence will be deemed not to have been visited. Competitors approaching or leaving a Control in a direction other than by the official rally route will incur a penalty. Control formalities can only be carried out if the car and crew is in the close vicinity of the red control board.

***Wrong approach to, departure from (visited out of sequence) Time Control*** **5 minutes**

***Wrong approach to, departure from (visited out of sequence) Passage Control*** **2½ minutes**

***Wrong approach to, departure from (visited out of sequence) Secret Check*** **2½ minutes**

15.4 – Unless the Route Information specifically instructs competitors to the contrary it is forbidden to re-cross, re-enter, reverse through, or otherwise revisit a Control, once checking-in has taken place. Competitors contravening this will incur a penalty equivalent to not having visited that Control.

15.5 - At a manned Passage Control the person acting as marshal will simply stamp or mark the Time Card as soon as this is handed in by the crew as proof of passage without mentioning the time. Cards may also be “chipped” at PC’s using Liege Timers in which case the time is only used as evidence of visiting. Competitors must visit manned Passage Checks between the opening and closing times given in the Route Book, on Timecards or other Official Instruction.

15.6 - At a Time Control the marshal will mark the check-in time on the Time Card, add an authenticating stamp or signature and where Liège Timers are used “chip” the Time Card. The check-in time corresponds to the exact moment at which a crewmember hands the Time Card to the marshal. There will be no penalty if the act of handing the card to the marshal takes place during the scheduled check-in minute. For example, a crew required to check-in at a Control at 18hr 58min will be considered on time if the check-in takes place between 18hr 58min 00secs and 18hr 58min 59secs. Except at overnight halts, the check-in time entered on the Time Card will represent both the arrival time at the end of one section and the starting time of the following section.

15.7 - Competitors will be due at each Time Control at the Standard Time (the time at which a notional car number 0 would be due) plus the number of minutes by which their own start or restart time is later than that of Car 0. This is their Scheduled Time. Competitors may consult the official clock at a Control, but the calculation of their check in / out time is the sole responsibility of the competitor. Control marshals are not authorised to give competitors any information on their Scheduled Time and any advice, which might be given, will not be regarded as an official Instruction.

15.8 - Competitors late at one Time Control may be an equivalent amount late at each subsequent Time Control on the same Leg without further penalty. Although not compulsory, making up lateness subject to Article 15.11 is encouraged and helps the smooth running of the event. Once lateness has been regained it can't be re-used. At Rest Halts lateness should generally be made up subject to a competitor having a minimum rest period of 30 minutes.

15.9 - Competitors failing to visit one or more Controls may book in without further penalty at the next Time Control visited, either at their Scheduled Time or they may carry forward all or part of their lateness. However, booking in at the original Scheduled Time helps the smooth running of the event.

15.10 - Competitors checking in at a Control after the specified period of maximum permitted lateness (MPL) will be deemed not to have visited that Control. The MPL at any Control, and the opening period of any Control, may be extended, provided that prior notification has been posted at a preceding Control in the sequence. No consideration will be given to competitors who miss, for whatever reason, the Control at which such notification has been given. The penalty will not be increased in the case of Controls where the MPL has been extended during the running of the rally.



15.11 - Any crew found to have covered a distance greater than four miles between two consecutive time controls in less than three quarters of the time specified by the official time schedule will be penalised. In calculating such penalty any fraction of a minute will be ignored.

- i.e. In a nine minute section – penalty imposed if a competitor completes a section in less than six minutes.  
 In a ten minute section – seven minutes  
 In a eleven minute section – eight minutes etc  
 In a fifty eight minute section – forty three minutes

**Covering a section in less than three quarters of the time allowed between two consecutive Time Controls more than 4 miles apart. 15 minutes**

**Second Offence Up to exclusion**

15.12 - To verify that competitors follow the official route, Secret Checks may be established which will be clearly marked with a Control Board. Any Control during the event reached by the specified route which does not correspond to a published Control location will be deemed a Secret Check. Secret Checks may also be used to ensure compliance with Article

15.11. A Secret Check where time is to be recorded will be run as a Time Control.

**Failure to provide proof of visiting a Secret Check 2½ minutes**

**Use of signalling device to indicate or receive advice of a Secret Check Exclusion**

Article 16: Regularity Sections

16.1 - Regularity Sections may be run on public or on private roads and both may be open to ordinary traffic. Timing on all Regularity Sections is to the previous whole second. For those Regularity Sections held wholly on public roads the Regularity Timing Points will be at least 2 miles apart. For Regularity Sections held wholly or partly on private land there is no minimum distance between Controls.

16.2 - Regularity Controls must be visited using the direction of approach and departure implied in the route instructions. Failing to visit a Regularity Start and or Regularity Timing Point Control will be penalised. Any competitor who makes use of a signalling device to indicate or receive information relating to the position of a regularity Control will be excluded.

**Failing to visit a Regularity Start Control 5 minutes**

**Failing to visit Regularity Timing Point Control 1 minute**

**Maximum penalty at a Regularity Timing Point Control 1 minute**

**Maximum penalty on a Regularity section 5 minutes**

**Use of signalling device to indicate or receive advice of Regularity Timing Point Exclusion**

16.3 - The location of Regularity Start and End of Regularity Section points will be given to competitors in advance. This information will be published in an Official Instruction issued no later than the start of each Leg unless circumstances require the issue of an Official Bulletin at a later control.

16.4 - There will be a Regularity Start (RS) Control at the beginning of the section and at least one Regularity Timing Point (RTP) at an undisclosed location on the route. The times recorded at RTP Controls will not be the start or finish of a road section, nor will they be related to Scheduled Times.

16.5 - Competitors who are likely to be kept waiting for more than five minutes at a regularity start may request to have their arrival time recorded on their Time Card. The arrival time recorded may not be earlier than the time at which the card is presented. A Delay Allowance will be granted in respect of any difference in excess of five minutes between arrival and actual start time. At some Controls it may be necessary for competitors to use an identified Liège timer to “chip” their own arrival time; in this situation no time must be

written on the Official side of the time card and the “chipped” time will be used for calculating delay allowances. At the following TC competitors may be late without penalty, to the full extent of their Delay Allowance. However, competitors are not bound to use any Delay Allowance given, and are asked to book in at their original Scheduled Time if possible. Once regained, Delay Allowance cannot be used subsequently.

16.6 – Manned RS Controls will be at the roadside and clearly identified. A board bearing the appropriate symbol on a yellow background will be positioned at the roadside to mark the beginning of the Control area approximately 25 yards before the actual control location, which will be denoted by a board bearing the identical symbol on a red background.

16.7 - Some Regularity Starts may be unmanned and will be “Self Start”. Details of the location will be given in advance and will be at a readily identifiable point such as a road sign. There will not be yellow and red control boards but may be further identified with rally arrows. At a preceding control Competitors will be told a time at which to start, this given as a plus time from the Competitor’s check-in time at the control. e.g. time at TC 3/2 plus 5 minutes. More than one regularity start time may be calculated from one Time Control. Any delay preventing a crew from reaching a "Self Start" regularity start by their allocated start time will be regarded as "force majeure" and not subject to any allowance. Failure to visit the Control prior to a self start regularity will mean that the Regularity Section will also be deemed not to have been visited.

16.8 – Prior to, or at, the Regularity Start Control an Official Instruction will be issued with the speed that must be maintained and details of when or where any changes of speed within the section are to occur. Crews will be required to maintain a speed or speeds throughout the section, as close as possible to those set by the organisers. The average speed imposed by the organisers may vary for different route categories. All speeds will be in miles per hour and will range from a minimum of 15mph to a maximum of 30 mph.

16.9 - At a manned Regularity Start Control competitors may be started at intervals of no less than 20 seconds and they must draw up to the start line when directed.. The start marshal will provide a countdown as follows “ten seconds ... five .. four .. three .. two .. one .. GO”. The car must then leave the start immediately. Delaying starting by more than 15 seconds or starting before the countdown is completed (jumped start) will incur penalties.

**Start delayed by more than 15 seconds or jumped start on Regularity section** **10 seconds**

16.10 - Timing at Regularity Timing Point Controls will either be 'on sight' as the cars pass a previously undisclosed “Timing Point” board. The timing point will be followed within 400 metres by a manned Control at which competitors will be required to stop to have a time recorded on their time card. The Control will be clearly identified by a red “Stop” Control board. OR will be “Stop Astride” and competitors will be timed once they have stopped astride a “line” adjacent to the red “Stop” Control board. It will be indicated on the Regularity handout which form of timing point will be used. No allowance will be made for the time taken to record competitors' time. If there is already a car at a Regularity Timing Point “Stop” Control, the second crew must stop immediately behind the car at the Control. The marshal will have recorded on his check sheet the time at which each car passed the timing point and this will be transferred onto the relevant time card when the vehicle pulls up into the Control. Competitors overshooting an RTP “Stop” Control must not reverse into the Control but a crew member may return on foot (without penalty) to the Control, where the time at which the vehicle passed the timing point will be transferred to the time card.

**Stopping or crawling within sight of the Regularity Timing Point** **5 minutes**

**Overtaking between Regularity Timing Point and the “Stop” Control Board** **1 minute**

**Reversing into a Regularity Stop Control** **Up to exclusion**

16.11 Adherence to a time schedule in a Regularity Section will be assessed by comparing the time of arrival at any Intermediate Timing Point with the time of arrival at the preceding Timing Point (or Start Time in the case of a regularity section with only one timing point).

16.12 – On regularity sections competitors will be penalised at each RTP Control at the rate of 1 second per second or part thereof, early or late, with a penalty free tolerance of 1 second

	Ideal Time	Time Taken	Penalty
1st example	17m 30s	17m 31s	0 seconds
2nd example	17m 30s	17m 19s	10 seconds
3rd example	17m 30s	17m 32s	1 second

***Each second or part thereof above or below the Ideal Time at a RTP*** ***1 second***

16.13 - Regularity Consistency Tests. There may be Special Test Sections where competitors must complete one lap at a specified average speed or an average speed within a specified range. They will then be required to complete a specified number of laps at whatever average speed will enable them to record exactly the same lap time as the first lap. Each crew will be given a circuit diagram and all the information necessary to correctly complete the test, such as number of laps, circuit length and average speed required. The circuit length specified by the Organisers will not be subject to query, protest or appeal. No time will be entered on the Time Card and cars may be started at any interval. Competitors must be prepared to start immediately when directed to join the circuit by the marshal. Failure to join the circuit within 15 seconds of being instructed to do so by the marshal will incur a penalty. Cars must not then come to a complete halt at any time until they have left the circuit at the end of the test. Stopping, or "crawling" anywhere on the circuit will be penalised. Penalties will also be applied for completing too few or too many laps and for failing to complete either the first or subsequent laps within the specified range.

***Failure to complete first lap within specified range*** ***1 minute***

***Failure to complete subsequent lap or laps within specified range*** ***1 minute***

***Failure to attempt test*** ***2½ minutes***

***Completing insufficient number of laps*** ***1 minute***

***Completing too many laps*** ***minute***

***Stopping, crawling or any incidents of dangerous driving*** ***5 minutes***

***Each second or part thereof above or below the required lap time*** ***1 second***

***Maximum Test Penalty except as above*** ***2½ minutes***

16.14 – The Organisers will take every care to ensure the accuracy in the measurement of the section of route upon which the calculation of the "ideal time" is based. However, neither the ideal time nor the distance upon which the calculation has been based will be subject to protest or appeal.

16.15 – Should the normal running of a Regularity Section or Consistency test be stopped for any reasons whatsoever, after the passage of one or more competitors and it proves impossible for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew which has not been able to drive the section / test in the normal manner a notional time based on the average penalty set up to the moment of interruption. If the average penalty represents a complete anomaly, the Clerk of the Course may decide on the penalty to be applied.

However, no crew that is totally or partially responsible for stopping the section / test may benefit from this measure. If they finish the section they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews.

## Article 17: Special Test Sections

17.1 - During the event there may be a number of special sections testing driver skill and judgement. All the information necessary to correctly complete the section will be included in a diagram/instructions issued at the start of the Leg or by instructions issued to each crew by the marshals controlling the test. Markers such as traffic cones, posts, pylons, kerbs, barriers or straw bales will define the course. Out-of-bounds areas will be clearly identified and / or described. For those tests where speed is involved the information given will include a minimum time (Test Bogey) and a maximum time (normally four x the Test Bogey). A competitor completing

a test in less the minimum time will be credited with the minimum time. The time taken on the test will be measured in minutes and seconds by means of separate start and finish clocks or by a single stopwatch. All crewmembers must be in the vehicle during a special test. "Walking", or any other attempt to discover the test layout will be considered as reconnaissance and penalised in accordance with Article 9.1

17.2 - Test Start and Finish Controls will be clearly identified. At the start of the test a board bearing the appropriate symbol on a yellow background will be displayed to mark the beginning of the control area before the actual control location, which will be denoted by a board bearing the identical symbol on a red background. At the end of the test a board bearing a similar symbol on a red background will identify the point at which times will be recorded. The times recorded at Special Test Controls will not be the start or finish of a road section, nor will they be related to Scheduled Times.

17.3 - Competitors who are likely to be kept waiting for more than five minutes at a Test Start may approach the marshal on foot to request to have their arrival time recorded on their Time Card. See Article 16.5 for further details of delay allowance.

17.4 - Cars must follow the course exactly as specified on the diagram and must not strike or pass on the wrong side of any course marker. At the end of the test competitors may be required a) to cross a clearly defined finish line and must then stop before a foul line or b) to stop astride a clearly defined finish line. The time recorded in test finish a) will be as the car's front wheels cross the finish line (N.B. failure to stop before the foul line will be penalised) and in b) when the vehicle comes to a complete standstill. The marshal will write the time on the crew's Time Card, after which the car must immediately leave the area of the test finish.

17.5 - At a Test Start Control competitors must draw up to the start line when directed. The start marshal will provide a countdown as follows "ten seconds ... five .. four .. three .. two .. one .. GO". The car must then leave the start immediately. Additional penalties incurred during the test will be recorded by Rally Officials and added to the time given. The following actions will incur additional time penalties:

<b><i>Delaying starting by more than 15 seconds</i></b>	<b><i>10 seconds</i></b>
<b><i>Starting before the word "GO" (jumped start)</i></b>	<b><i>30 seconds</i></b>
<b><i>Incorrect test including taking the wrong route, making no attempt to stop astride a line, or exceeding the test maximum time</i></b>	<b><i>1 minute</i></b>
<b><i>Striking a course marker or barrier</i></b>	<b><i>10 seconds</i></b>
<b><i>Entering an out of bounds area</i></b>	<b><i>1 minute</i></b>
<b><i>Failure to stop astride or cross a line correctly</i></b>	<b><i>10 seconds</i></b>
<b><i>Stopping before the finish line</i></b>	<b><i>10 seconds</i></b>
<b><i>Failure to immediately leave the test finish area</i></b>	<b><i>1 minute</i></b>
<b><i>Reversing back to the Stop Line at the end of a Test</i></b>	<b><i>2½ minutes</i></b>

17.6 - An incorrect manoeuvrability test, including taking the wrong route, or exceeding the maximum time allowed for the test will incur a penalty. Making no attempt to stop astride a line will be regarded as a wrong test. However, if a crew corrects their mistakes and ultimately passes a cone correctly or stops astride a given line correctly it will not be considered to be a wrong test. Failing to visit or attempt a test will incur a penalty.

<b><i>Incorrect test including taking the wrong route, making no attempt to stop astride a line, or exceeding the test maximum time</i></b>	<b><i>1 minute</i></b>
<b><i>Failing to visit test</i></b>	<b><i>2½ minutes</i></b>

17.7 Some Tests will have Passage Control Code Boards. It is the responsibility of the competitor to stop and write the code on their Time Card in ink. The position of such controls will be indicated by standard Passage Control boards – Yellow Advance, Red at Control. An example of the Code Board will be on display at Documentation.

**Failing to write correct code on the Time Card before the end of the Test**

**1 minute**

17.8 – Tests will be scored on a Class Basis. The crew with the lowest time in each class – the overall time for the test (time taken plus any additional time penalties) will be the base and the competitor(s) achieving that time will have a score of zero, the remaining crews will score as below.

<b>Best time in class on a test</b>	<b>0 seconds</b>
<b>2nd on Test</b>	<b>3 seconds</b>
<b>3rd on Test</b>	<b>5 seconds</b>
<b>4th on Test</b>	<b>6 seconds</b>
<b>5th on Test</b>	<b>7 seconds</b>
<b>6th on Test</b>	<b>8 seconds</b>
<b>7th on Test</b>	<b>9 seconds</b>
<b>8th and over</b>	<b>10 seconds</b>

If two or more competitors achieve an equal time for the Test they will receive the penalty of their time placing, the next best crew receiving a penalty according to their time. e.g. If three competitors tie for second place they will each be penalised 3 seconds, the next crew in third place will be penalised 5 seconds and the fourth place crew 6 seconds. I.e. All crews scoring an equal time will be considered to be “one place”.

17.9 – Should the normal running of a Test Section be stopped for any reasons whatsoever, after the passage of one or more competitors and it proves impossible for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew which has not been able to drive the test in the normal manner a notional time based on the average penalty set up to the moment of interruption. However, no crew that is totally or partially responsible for stopping the test may benefit from this measure. If they finish the test they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews.

**Article 18: Dress Code**

18.1 Competitors will be expected to conform to the dress code of Britain in the 1950s. Gentlemen must wear a collared shirt with period neckwear throughout the event, and semi-formal dress in the evenings, such as blazer, sports jacket, lounge suit or military uniform. Rally jackets are prohibited at all times. Lady competitors must be similarly smartly attired with due regard to 1950s fashion. Although ladies wearing slacks will not be penalised, dresses with fully flounced skirts may attract bonus marks. Any competitor seen wearing jeans, T-shirts, or baseball caps at any time during the event will be contrary to the spirit of the event and may be penalised under Article 3.3. Footwear must be similarly formal and crews seen wearing trainers or baseball boots may be penalised as above. For crews in later cars a similar dress code, appropriate to the age of the car will be accepted subject to the specific exclusions of certain items as described above, even if they are within period for that car.

Drivers must wear appropriate period headgear at all times while performing a test. Navigators (or other crewmembers) must wear appropriate period headgear when checking into each control. Among the headgear considered suitable will be: cloth caps, bobble hats (without advertising), tam o'shanter, deerstalkers and trilbies, also flying helmets for crews in open cars.

**19.0 Concours d'Elegance of Car & Crew**

19.1 - This will be the subject of a separate award. Judging will be carried out throughout the event with an emphasis on the car and crew presenting themselves in a manner that will bring prestige to the event. Examples of this will include the wearing of period dress, a clean, polished car and driving with due consideration for other road users – both fellow competitors and the general public.

## VIII – CLASSIFICATION, AWARDS, QUERIES, PROTESTS &amp; APPEALS

## Article 20: Classification &amp; Awards

20.1 - The overall results for each Category will be determined by adding together the penalties accrued on the road sections, regularity sections, test sections and any other penalties, which may have been incurred. The overall winners of the Masters Category will be the crew with the lowest total penalties, the next lowest second and so on. The overall winners of the Clubman Category will be the crew with the lowest total penalties, the next lowest second and so on. The team awards will be calculated on the aggregated total penalties of the specified three cars, all of which must be classified as finishers. Any ties will be resolved in favour of the crew(s) with better results on the road sections, regularity sections and test sections in that order. If this fails to resolve the tie, cars with lower engine capacity will take precedence.

20.2 - During the event, provisional classifications will be posted on the official notice board at Rally HQ as soon as possible after the end of each Leg, Competitors must check these provisional classifications for accuracy and any query relating to them must be made in accordance with Article 22.1

20.3 - The provisional final classification will be published as soon as possible after the finish of the event and competitors will have 30 minutes from the announcement that results are posted in which to lodge queries in accordance with Article 22.2. When all outstanding queries have been resolved to his satisfaction, and in the absence of any official protest, the Clerk of the Course will declare the results final.

For the purposes of calculating points for the FIA Historic Trophy for Regularity Rallies a separate classification will be prepared that identifies the competitors in each category. Points will then be awarded in accordance with the FIA Regulations.

20.4 - To be classified as finishers a crew must not have incurred a penalty of exclusion.

20.5 - Awards will be presented to each crewmember. Crews winning an Overall Trophy do not also qualify for a Class Award, which passes to the next highest-placed finisher in that class. Prize winners who fail to attend the prize giving will forfeit the right to their awards. A prize forfeited in this way will not be reassigned. All competitors will be entitled to attend the prize giving.

## Article 21: Schedule of Awards

## Masters Category

Overall Winners 1<sup>st</sup> Overall, 2<sup>nd</sup> Overall, 3<sup>rd</sup> Overall

1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each class

## Mixed Crew Award

An award

## Team Prize

Awards to all crewmembers

## Clubman Category

Overall Winners 1<sup>st</sup> Overall, 2<sup>nd</sup> Overall, 3<sup>rd</sup> Overall

1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each class

## Top Novice Award

Highest-placed competitors with all crewmembers competing on their first historic rally

## Combined Masters &amp; Clubman Categories

## Spirit of the Rally Trophy

Awarded to the crew who have best represented the true spirit of sportsmanship

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Against All Odds Trophy	Awarded to the crew who have shown most determination to finish in the face of adversity
Concours d'Elegance	Awarded to the crew and car who have presented themselves and the car in the manner most likely to bring prestige to the event.
Top Hat Trophy	Awarded to an individual who in the opinion of the judges has sported the most stylish headgear throughout the event.
Whistle and Flute Cup	Awarded to the crew who in the opinion of the judges has sported the most appropriately dressed throughout the event.
Best on Tests Trophy tests.	Awarded to the driver with the lowest total scratch penalty on the driving tests.  Please note that for this award the penalties from any Regularity Consistency Tests will not be included.

#### Article 22: Queries, Protests & Appeals

22.1 - Competitors may question any aspect of the running of the event, such as the reason particular penalties have been imposed if this is not immediately clear, or if competitors believe a mistake has been made. All queries must be made in writing only and handed in at a Rally HQ for the attention of the Clerk of the Course. Competitors must submit all queries relating to a Leg within one hour of completing the following Leg. The Clerk of the Course cannot consider any matter brought to his attention after this time, even if an administrative error has occurred. Replies to queries will be available for collection by competitors from the subsequent Rally HQ administration desk. It will not be considered unsporting for competitors to inform the Organisation of a breach of the Regulations by other competitors, provided there is reasonable cause and no malicious intent.

22.2 - The provisional final classification will be published as soon as possible at the finish of the event and competitors will have 30 minutes from the announcement that results are posted in which to lodge queries. Only queries submitted before the end of this period and relating penalties incurred during the final two Legs of the event will be considered. No consideration will be given to additional unrelated queries posed after the posting of an amended classification.

22.3 - All protests must be lodged in writing and handed to the Clerk of the Course or Event Secretary together with the sum of £200 that will be returned if the protest is upheld. If the protest requires the dismantling and reassembly of any part of a car, the claimant must pay an additional deposit of £200. Protests must be submitted before the results are declared final. The Rally Stewards will hear protests. Any appeal against the decision of the Rally Stewards must be made to the MSA.

## Appendix I Official Map List

The Road Book provides sufficient information to travel the route between the "Special Tests", "Regularity" and "Navigation" sections without using a map. However for those who prefer reading the road from a map OS Road Travel Maps No's 3 and 4 1:250,000 scale cover the whole route. These are entirely satisfactory for plotting the location of the test venues and the linking road sections.

For the regularity and navigation sections most navigators prefer to use the OS Landranger 1:50,000. Ordnance Survey 1:50,000

### Navigation or Regularity Sections

Map No	Edition	
78	<u>B1</u>	
79	C1	
84	<u>B2</u>	
85	D	
86	C	Not required for Clubmen
91	B	
92	<u>C</u>	
97	C1	
98	B1	
99	<u>C1</u>	
100	<u>C2</u>	
102	A	
105	B2	
106	C2	

### Test Sites and Link Sections

Map No	Edition
90	C
93	<u>C2</u>
101	D

The editions shown are those used by the Clerk of the Course.

These or later editions will be suitable for the purpose plotting the route.

The Map Shop have kindly agreed to offer the above 1:50,000 maps as a package at a reduced price.

The full set will cost £110 and the reduced set will cost £91. Both include postage and packing.

**The Map Shop**  
**15 High Street**  
**Upton upon Severn, Worcs.**  
**WR8 0HJ England**  
**Tel : 01684 593146**  
**Fax : 01684 594559**  
**www.themapshop.co.uk**