



TREGARON & DISTRICT MOTOR CLUB



PRESENTS THE

CAMBRIAN ROAD RALLY

14th & 15th January 2012

REGULATIONS & ENTRY FORM



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2011 winners Matthew Maidment/Byron Jones Peugeot 205 GTi
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FOREWORD

Welcome to the 2012 Cambrian Road Rally.

We would like to take this opportunity to thank Dilwyn Williams of Teifi Marquees and Wyn Lewis and Alex Crowley of Ceredigion CCTV for being our event sponsors this year.

The start venue of the rally once again this year will be The New Pavilion in Pontrhydfendigaid and the finish in the Hall Pontrhydfendigaid. In between, we hope to provide 120 enjoyable miles for both driver and navigator using OS Map 135,146.

We would like to thank everyone concerned with the event in advance, especially the landowners and householders along the route for their co-operation and patience.

We look forward to welcoming you on the night, be it as a competitor or otherwise.

The Organising Team

RHAGAIR

Croeso i Rali Cambrian 2012.

Diolch i Dilwyn Williams o Teifi Marquees a Wyn Lewis a Alex Crowley o Ceredigion CCTV am noddi'r rali eleni.

Bydd y rali'n dechrau unwaith eto yn y Pafiliwn Newydd, Pontrhydfendigaid, ac yn benu yn y Neuadd, Pontrhydfendigaid Rhwng hynny, rydym yn gobeithio darparu rali i brofi'r gyrrwr a'r cyd-yrwr gyda tua 120 o filltiroedd ar fapiau OS 135, 146.

Carem ddiolch o flaenllaw i bawb sy'n gysylltiedig â'r rali, yn enwedig y tîrfeiddiannwyr a'r holl bobl sy'n byw ar hyd y ffordd am eu hamynedd.

Edrychwn ymlaen i'ch croesawu ar y noson, boed yn gystadleuwyr neu arall.

PREVIOUS WINNERS

2008 Gary Davies/Dale Furniss Ford Escort

2009 Steve Wood/Aled Richards Peugeot 206

2011 Matthew Maidment/Byron Jones Peugeot 205 GTi

Acknowledgements

Dilwyn Williams, Teifi Marquees
Wyn Lewis & Alex Crowley, Ceredigion CCTV
The New Pavilion, Pontrhydfendigaid
The Hall, Pontrhydfendigaid
Proprietors of the Fuel Halt
The Rally Authorisation Department of the MSA
Andrew Thomson, RLO
Dyfed Powys Police
Ceredigion and Powys County Councils
All Officials
The Results Team

All Marshals and Household residents along the route for their help, co-operation and understanding

1. ANNOUNCEMENT

Tregaron and District Motor Club will promote a Clubman Permit Road Rally, the **Teifi Marquees/Ceredigion CCTV Cambrian Road Rally**, on Saturday 14th and Sunday 15th January 2012.

2. JURISDICTION

The meeting will be governed by the General Regulations of the MSA, incorporating the provisions of the International Sporting Code of the F.I.A., these Supplementary Regulations and any written instructions that the organising club may issue for the event.

3. AUTHORISATION

M.S.A. Event Number – 26603JA14/15

M.S.A. Permit Number - TBA

D.O.E. Authorisation Number - TBA

5. ELIGIBILITY

The event is open to:

All members of the organising club.

6. ENTRIES

The entry list opens on publication of the Entry Form. The entry fee is £100, which includes two single TDMC 2012 club memberships and two breakfasts. If vacancies are available, entries will be accepted up to 19:00hrs on Saturday 7th January 2012.

All entries must be made on the official entry form and must be accompanied by the appropriate entry fee. Entries with post-dated cheques will **NOT** be accepted. Entry forms can be downloaded from www.tregaronmotorclub.co.uk

The maximum entry for the meeting is 75, plus 10 reserves per class. The minimum number of entries will be 35. The maximum number of entries per class is 40, the minimum is 5. Should any of the minimum figures not be reached, the organisers reserve the right to cancel the meeting or amalgamate classes as necessary.

ENTRIES WILL BE ACCEPTED BY POST ONLY, AND MUST HAVE A POST OFFICE DATEMARK. HAND DELIVERED ENTRIES WILL NOT BE ACCEPTED AND WILL BE RETURNED.

Entries will be accepted on a first come first served basis.

The organisers reserve the right to retain ten places for allocation at their discretion H30.1.3(a).

Any entry containing a false or incorrect statement shall be null and void, and the entrant deemed to be guilty of a breach of the general Competition Rules of the MSA Ltd. The entry fee may be forfeited in accordance with D19. The organisers may conduct random checks to establish the validity of all or some of the information contained on the entry form.

Cancelled entries must be made **in writing**. No verbal cancellations will be accepted. Refunds may be made at the organisers' discretion, dependant on the entry being taken by a reserve, but in any event a £10.00 administration fee may be retained.

Any reserve entry who withdraws after being offered a vacant place may be refunded the entry fee at the organisers' discretion, dependant on the place being taken by the next reserve. Reserves will only be offered an entry in a higher class at the organisers' discretion. Any reserve not offered a vacant place will be refunded their entry fee in full. Please note that no refunds will be given until after the date of the event.

It is a condition of entry that competitors must provide at least one marshal who must also sign on. Failure to provide a marshal, or their failure to man their allocated control according to the regulations of the event and other written instructions, for its duration, will result in the exclusion of that crew and no refund of entry fee. Their failure to open their control at the allotted time will also result in that crew being penalised 1 fail. If A marshal Is Intending On manning MORE THAN ONE CONTROL they MUST book these in advance with the Chief Marshal at least 7 days prior to the rally.

Due to the nature of the event the organisers would appreciate the services of marshals with previous experience of manning Time Controls, although this is not a condition of entry.

Please be aware:

NO MARSHAL - NO START - NO REFUND - NO DISCUSSION.

The Entry Secretary of the meeting, to whom all entries must be sent, is:

**Alison Jones Llwyn Aur, New Cross, Aberystwyth, Ceredigion SY23 4LZ
Tel: 01974 261 645 (Please do not phone after 9pm)**

All entry forms will be acknowledged by e-mail ONLY unless otherwise requested, but the organisers reserve the right to refuse any entry without giving their reasons. Final Instructions will be posted to the Navigator during the week prior to the event. A list of entries received and finals will be published on the TDMC website also.

REGULATIONS REGARDING PARENTAL / GUARDIAN LIABILITIES

Parents, Guardians or guarantors of drivers or navigators under the age of 18 years of age are now required to sign on at the start of events to enable their child to participate.

By signing on, those parents, guardians or guarantors confirm that they have acquainted themselves with, and agree to be bound by the MSA's General Regulations and MSA regulation D13.1.1.(c). They also agree to accept the consequences and any associated penalties imposed for not adhering to General Regulations.

Regulation D13.1.1.(c) is printed below. For the MSA's General Regulations please refer to the MSA Blue Book.

MSA Regulation D13.1.1.(c)

If I am the Parent / Guardian / Guarantor of the Driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations for this event, and the General Regulations of the MSA. As the Parent / Guardian / Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me to the maxima set out in Part 3, Appendix 1.

PLEASE BE AWARE THAT BY SIGNING ON YOU ARE ENTERING INTO A LEGALLY BINDING CONTRACT.

7. CLASSES

The event will consist of three classes as follows:

Class 1 - Experts

Either member of the crew having finished in the top ten of a National B, Restricted or higher status event or the top five of a clubman's rally.

Class 2 - Semi Expert

All crews not eligible for either of the other two classes.

Class 3 - Novice

Neither member of the crew having won any award on a road event, excluding 12 car rallies.

Note: -

- a) Competitors eligible for two or more classes must enter the higher class.
- b) Crews may be re-classified at the discretion of the organisers.
- c) Entries accepted without any seeding information will be seeded at the rear of the class entered on a first come first served basis.
- d) **NO** discussion will be entered into regarding seeding. Penalty: - **EXCLUSION**.
- e) Information regarding results from previous events will only be considered by the organising team if they are the events official published results.

8. ROUTE

The Start and the Finish of the event will be at The New Pavilion, Pontrhydfendigaid. Map 135 819.5 667.5.

Location and times of noise test and scrutineering will be notified in the final instructions. Any Competitor not signed on by **21.00 may be excluded at the organisers' discretion** and his place offered to a reserve entry from the **same class**.

The total mileage will be approximately 120 miles on metalled and un-metalled roads.

Competitors will start at one-minute intervals.

Competitors will be identified by two rally plates supplied by the organisers and these must be fixed to the nearside windows and the rear of the vehicle as per R.6 and R6.1.1. These must be removed upon completion of the event or upon retirement - it is the competitor's responsibility to ensure plates are legible throughout the event. Competitors should ensure that they carry enough fuel to travel approximately 60 miles. Before, during and after the competition official notices may be displayed. Every competitor shall be deemed to have read such notices and, if applicable, they shall have the force of these regulations.

Entrants will be supplied with a Rally Pack after the production of a satisfactorily completed Process Card which will contain all the information required (i.e. Out of Bounds and Quite Areas) other than route details, which will be given out at MC0.

The entire route this year will be 100% pre plot therefore latest editions of Ordnance Survey Map No's 135, 146 (1:50 000 Series) will be needed. The route for the whole event will be clearly defined by six figure grid references, and/or written instructions and any other information to allow competitors to comply with R2.3.2, R9.1 - R9.2.3, R14.1 - R14.1.8. All map references will have been plotted using a Basic Romer, and this will be used in the event of a dispute.

All the organisers times and mileages shall be deemed to be correct, having been established according to R6.2.4. All organisers' road signs are mandatory e.g. **NO, CARE, QUIET, STOP**, etc.

DUE TO SPECTATOR PROBLEMS, ANY COMPETITOR FOUND TO BE DIVULGING ROUTE INFORMATION TO NO COMPETITORS WILL BE EXCLUDED.

Competitors are reminded of Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code. Any injury incidents must be reported to the Police Authority.

9. OFFICIALS

Stewards	Alan Jones Dyfan Davies Dorian Evans	
Clerk of the Course	John Rees	01970 890 420
Assistant Clerk of the Course	Deian Rees Richard Williams	Text only - 07900174699 07814 867 622
Secretary of the Event	Karen Morgan	07814 668 509
Entry Secretary	Alison Jones	01974 261645
Chief Marshall	Wyn Jones	01974 261645
Assistant Marshall	Tomos Lewis	07816 533 501
Scrutineers	Clive Greves	
Environmental Scrutineer	Rob Duke	
Chief Timekeeper	Dilwyn Williams	
Results Service	The Brotherhood Rally Results Service (www.rallyroots.com)	

Please do not telephone any of the officials after 21:00.

10. AWARDS

Crews are eligible for one award only.

The organisers reserve the right to alter, amend or add to the awards list. The overall winner of the rally is exempt from class awards.

Awards will be presented as follows:

1 st	Overall Driver
1 st	Overall Navigator
1 st , 2 nd , 3 rd	Class 1 Driver
1 st , 2 nd , 3 rd	Class 1 Navigator
1 st , 2 nd , 3 rd	Class 2 Driver
1 st , 2 nd , 3 rd	Class 2 Navigator
1 st , 2 nd , 3 rd	Class 3 Driver
1 st , 2 nd , 3 rd	Class 3 Navigator
1 st	Mixed Crew
1 st	Under 1400cc Crew

11. RESULTS

Assessment of performance will be decided firstly by the number of fails accumulated, then by the number of marks accumulated. Ties will be decided in favour of the furthest cleanest, then, if still not resolved, in favour of the least number of driven wheels, and then in favour of the smallest engine capacity, as per R15.2.2

The organisers reserve the right to cancel sections from the results should they deem it fairer to do so, "Force Majeur" etc. notwithstanding. Time Controls at which, in the organisers' opinion, inaccurate times may have been given to competitors shall be considered as either

Passage Controls or Route Checks.

Provisional results will be produced as soon as possible after the event in accordance with H35.1.1 – H35.1.8. Competitors will be supplied with one Results Query Form. More than one query on the same matter will be treated as Protests. Protests must be made in accordance with C5.5 – C5.7 of the General Regulations, and accompanied by the appropriate fee of £40. (Part 3 – Appendix 1)

The results will be displayed, and awards presented at the Finish venue.

Final results will be available on www.rallyroots.com and on the club website within 14 days.

12. G.C.R. MODIFICATIONS

All other General Regulations of the MSA apply as written, except for the following, which are modified:

R2.3.3 - Secret Checks may be established without prior notice, e.g. at junctions marked on the route handouts as Give Ways etc., to ensure compliance with the route, and time schedule.

R6.3 - Any notice displayed at the start, or en route, bearing the signature of either the Clerk of the Course or the Secretary of the Event shall have the same authority as these SR's. It is the responsibility of the competitor to note any information displayed at the start.

R9.1.3 – R9.1.4 - Give Ways will be used to define the route.

R12.2.7 - Maximum Permitted Lateness for all competitors will be 30 minutes and 59 seconds,

R12.6 – R12.6.1 - Competitors will be required to reduce any lateness accumulated at certain locations en route.

R12.8.1 – R12.8.3 - Certain sections of the route will be timed to an accuracy of less than one minute.

R15.1 – R15.1.2 - To be classified as finishers, competitors must report to and receive a signature or record a code at the following:

a) All Main Controls b) Two thirds of the controls listed on the time and passage cards,
c) Damage Control d) All Noise Checks,
within their maximum permitted lateness, and in the car in which they entered and started the event.

R18.6 - Car derived vans **ARE NOT** eligible to enter the event.

13. PENALTIES

Performance will be assessed on the Fail System as R13, Appendix 1 Chart 13 and modified as follows:-

a) Not reporting at, or not providing proof of visiting any Time Control, Passage Control, Via Control, Manned Secret Check or Route check:

1 Fail per offence

b) Wrong Approach to or Depart from any Time Control, Passage Control, Via Control, Manned Secret Check, Route Check or Give Way check:

1 Fail per offence

c) Passing through any control twice or more (unless the Route Handout instructs you to do so):

1 Fail per offence

d) Failure to obtain a signature for each code board or route check at the next manned Time Control or Passage Control:

1 Fail per offence

e) Failure to accurately and clearly provide or record any information requested or displayed at a control, in the order or format it is displayed at that control:

1 Fail per offence

f) Using the same piece of road twice (unless instructed in the Route Handout):

1 Fail per offence

g) Failure to comply with an instruction on the Route Handout:

1 Fail per offence

h) Not complying with a reasonable instruction from an official, provided warning is given that a penalty will be applied:

1 Fail per offence

i) Breaking any rule or regulation for which no penalty has been specified:

1 Fail per offence

j) Accepting a time earlier than due time (except on a Regularity Section):

1 Fail per Minute Early

k) Reporting at a Time Control after your maximum lateness has expired, (except for Main Control):

1 Fail per Minute Late

l) Failure of crew marshals to open their control on time:

1 Fail

m) Arrival at a standard section time control before due time:

1 minute per minute penalty

The following offences shall result in **EXCLUSION**:

n) Not reporting at or providing proof of visiting a Main Control, within the maximum permitted time R11.6.1

o) Failure to Stop at a Stop or Halt Sign, Give Way sign or at any junction specified in the route card R9.1.3, R9.1.4

p) Entering an area designated as out of bounds (black spot).

q) Unauthorised alteration of a Time Card.

r) Failure to comply with Quiet Zone requirements.

s) Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute – R4.1 – R8.4, R8.5.1

t) Damage to car as any tear or indentation exceeding 2 in depth or 8 in length on the body.

u) Receiving assistance contrary to R7.2.4

v) Breach of "No Map Markings" R9.1.5, R9.1.6

w) Breach of R2.6, R15.1.2, R18.6.4

x) Breach of Technical Regulations concerning the use of lights and breaching the Construction and Use of Lighting of Vehicles Regulations.

y) Using Mobile Phone or any other Radio Transmitting Device (these must be switched off during the event) R7.2.3

CONTROLS SITED AT THE END OF A NEUTRAL SECTION

Early arrival:-

1 Fail per minute early

Late arrival:-

No penalty other than maximum lateness

CONTROLS SITED AT THE END OF A TRANSPORT SECTION:

Early arrival:-

1 Fail per minute early (R12.6.1 may be applied on Transport Sections)

Contravening R12.7 (3/4 Rule):-

1 Fail for first offence

Second offence:-

Exclusion

Late arrival:-

No penalty other than maximum lateness

CONTROLS SITED AT THE END OF A STANDARD SECTION:

Early arrival:-

1 minute per minute penalty (R12.6.1 may be applied on Standard Sections)

Late Arrival:-

1 Second per second late

Contravening R12.7 (3/4 Rule):-

1 Fail for first offence

Second offence:-

Exclusion

14. SCRUTINEERING

Scrutineering will be in compliance with the Road Traffic Act, General Regulations Section J and Technical Regulations R4.1, R18 – R18.6.4, **to include any amended requirements as from 1st January 2012.**

R18.2.3 – R18.2.4. - Have a maximum of one camshaft per bank of cylinders. Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.

Cars will also be required to undergo a noise test and, if over 98dBa is registered at 2/3rds of maximum rpm on the noise meter at 2 meters; they will not be permitted to start R4.1.2. Noise checks may also be performed on route R4.1.6

Crews failing either noise test or scrutineering will not be permitted to start and will not be refunded their entry fee. Crews failing a noise test carried out on route will not be permitted to continue until they are able to pass the noise check, without using any form of temporary silencers.

Close attention will be paid to the following at scrutineering:

- Body damage.

- **Wheels and Tyres.**
Wheel and Tyre dimensions are free, but must fit within the standard, unmodified wheel arch. R18.4.

ALL tyres must:
Meet the statutory tread depth requirement at ALL times.
Must comply with R18.4. – R18.4.3.
Must not be fitted with spikes studs, or any other non-skid attachments.
Must be legal for use on the public highway at all times during the event.
Scrutineers may mark tyres at the start of the event for checking later on route.
- **Brakes**
Where hydraulic handbrakes are used, cables must also be fitted, and work sufficiently to stop the cars required by the Road Traffic Act Construction and Use Regulations.
- **Lights**
Must comply with the Road Traffic Act.
(Please note any amended requirements ratified as from 1st January 2011.)

Have no more than four forward facing beams (excluding side lights/indicators).
Spotlights must extinguish on dipped headlamp beam.
Reversing lights must not exceed 24 watts power and have an internal warning indicator if independently operated.

Any form of spot lamp “pods” are prohibited.

External marshal / navigation lights are prohibited.

Indicators must work.

Brake Lights must work.

Side Lights must work.
Number plate lights must work.
- **Exhaust.**
All vehicles must comply with exhaust and silencing regulations and must not be fitted with any temporary parts to help meet the required silencing levels.
- **Steering Play.**
- Flexible fuel lines must be secured with steel clips.
- Washers and Wipers.
- Horn.
- Battery must be secured with earth lead coloured yellow and with the positive terminal insulated.
- Seats must be secure.
- No loose items within the vehicle.
- Throttle linkage must be in good order
- A maximum of two spare wheels may be carried and must be securely located.
- A Red reflective Warning triangle must be carried.
- A first aid kit must be carried
- A spill kit must be carried
- Road fund licence (tax disc).
- MOT certificate must be produced.
- Vehicle Registration Document must be produced.
- If a vehicle is hired or borrowed a letter of consent from the owner must be supplied.
- Bodywork and paintwork must be in good serviceable order.
- Air filters must be fitted.
- No radio transmitting devices are permitted except that in the interests of safety Mobile Phones may be carried, but must remain **SWITCHED OFF** during the event. Any competitor observed using a mobile phone or any other radio-transmitting device between

MC1 and **MC4** will be **EXCLUDED**. R7.2.3.

15. CONTROLS

There will be up to 6 types of control, which will be defined as follows:-

- MC - Main Control
- TC - Standard Section Time Control
- PC - Passage Control
- RC - Route Check
- VIA - Via Control
- SC - Secret Check

At each Main Control and Time Control the marshal will enter the time shown on the control clock and sign in the appropriate place on the Time Control Card. Whilst at Passage Controls the marshal will only sign the passage control card in the appropriate place.

Some controls or checks may not be manned; these may be represented by a Code Board or Route Check. These will be preceded by a control board. Competitors must record the symbols, letters and numbers displayed on these boards in the correct format, order and orientation in which they appear on the code board in the relevant place on their Passage Control Card before proceeding. The marshal manning the next Time Control, or the next Passage Control, whichever is soonest, must endorse the code, by signing in the relevant place. Should a code not be recorded in the relevant place on the passage control card, the marshal shall strike through that particular box and will not put their signature to that control. Some Code Boards will consist of white letters and white numbers on a contrasting background. For ease of transport, some may also be positioned at right angles to the ground, and may read upwards or downwards.

Where there may be more than one code recorded, it is the competitor's responsibility to ensure the marshal at the next Manned Time or Passage Control endorses each code individually. i.e. 3 codes - 3 separate signatures.

If a marshal manning a Passage Control does not turn up at the control a code board will be put in their place.

A Control Board will indicate **all** controls 50 yards ahead of the correct direction of approach. However some secret checks manned by either Judges of Fact or Driving Standards Observers (DSO's) might not be preceded by a control board.

Controls must be visited in the order specified in the route card, any controls visited out of order will be deemed not to have been visited.

Sections of the route may include Not as Map triangles that will have a control Area of 3 meters. They will be identified in the route card and preceded by a control board on the correct direction of approach.

Should any entry on a time card or passage control card not be legible, or not appear authentic, it will be deemed not to have been made. All available marshal's check sheets may be scrutinised for penalties or offences not apparent on the competitors Time Cards or Passage Control Cards.

It is not the duty of any marshal to interpret regulations or other written instructions to a competitor or to explain the meaning and/or effect thereof. It is the responsibility of competitors to read and understand these regulations and all written instructions.

Controls will open 30 minutes before the due time of the first car, and close 30 minutes and 59 seconds after the last car is due – R11.1

A competitor who causes **ANY** form of harassment to a marshal or any other official, before,

during or after the event, or who remains in a control area subsequent to an instruction from an official to depart, will be reported to the stewards of the meeting. The organisers reserve the right to exclude any such competitor if they so wish.

An altered or amended Time Card or Passage Control Card will only be accepted if countersigned by the marshal at the time of alteration. It is the competitor's responsibility to ensure that his time card or passage control card is clearly and correctly marked – **COMPETITORS WILL BE EXCLUDED FOR DEFACING OR ALTERING A MARSHALLS ENTRY ON A TIME CARD OR PASSAGE CONTROL CARD.**

16. TIMING

Timing will be to BST (BBC Time) and by marshals' digital clocks. All crews are advised to carry an accurate digital watch with them.

There will be three types of section:

STANDARD SECTION:

This is a section where a time penalty will be applied for being early or late. Some Standard Sections will be timed to an accuracy of less than one minute. Timing at the controls will be when the time card is presented to the marshal and NOT the time of entering the control area.

NEUTRAL SECTION:

These are deemed **QUIET** sections and are used to take the rally through PR sensitive or densely populated areas, and will not be timed to an accuracy of less than one minute. **PLEASE RESPECT THEM.** They are timed at a low average speed and competitors must complete the section in as high a gear as possible and without use of auxiliary lights (except as permitted by law when driving in fog or falling snow). Competitors **MUST NOT** make up time in these sections, and no penalty will be incurred for lateness other than for exceeding maximum lateness. Any lateness incurred in these sections will be cumulative towards Maximum Lateness.

TRANSPORT SECTION:

These sections will transport competitors between other types of section, where the route may not be densely populated or particularly PR sensitive, and will not be timed to an accuracy of less than one minute. R12.6.1 (3/4 rule) may be applied if applicable.

No penalty will be incurred for lateness other than for exceeding maximum lateness. Any lateness incurred in these sections will be cumulative towards Maximum Lateness.

Some sections will be timed to an average speed of less than 30 mph, in order to take competitors through PR sensitive and Quiet areas only. Competitors will be advised of this in their Rally Pack, when they have signed on. Competitors will be instructed to reduce lateness en route.

A competitor who wishes to may miss a control or controls. He will be penalised in accordance with R13 for every control missed. If he rejoins the route at a control at the end of a competitive section he will be permitted to restart without further penalty at any time between his original scheduled time and his maximum permitted lateness, this maximum permitted lateness time still being in relation to his original scheduled time. If the rejoining control is at the end of a neutral section, he will only be permitted to restart without further penalty at his official corrected time taken at the last control at which he reported within maximum lateness.

Competitors late at one control may be the equivalent amount late at succeeding controls without further penalty provided maximum lateness is not exceeded.

Where a control at the end of a section timed to the second also forms the start of a section timed to the minute, the departure will be taken as the time of arrival but to the preceding whole minute (i.e. the seconds will be ignored) this will be in accordance with R12.5.2

17. INSURANCE

MESSRS LOCKTON MOTOR SPORTS RISK SERVICES

The Club has applied to Lockton Motor Sports Risk Services for a Blanket Certificate of Insurance under the above scheme, to provide competitors with the Third Party Insurance Cover necessary to comply with RTA requirements on the road sections of the event. The Basic premium for the event will be £28.67, before any loading is applied. This is inclusive of Insurance Premium Tax.

All applicants wishing to use the scheme must be able to comply with all points of the Lockton Motor Sports Risk Services Declaration:

- 1) Be over 21, and have held a FULL licence for at least 6 months
- 2) Not had more than 1 own fault accident in the last 3 years.
- 3) Have no more than a maximum of 6 speeding points on their licence
- 4) Have no mental or physical disabilities
- 5) Have no other material facts to disclose

Material facts are those likely to influence the acceptance or assessment of your risk. Failure to disclose material facts may lead to the insurer declaring the resultant cover to be null and void. If you are in ANY doubt about facts that may be considered to be material, then these should be disclosed on the Insurance Proposal form for your own protection.

Competitors who comply fully with the above declaration simply pay the required premium (£30.10) and sign the Lockton Motor Sports Risk Services Declaration and signing on sheet at documentation. **No letter of acceptance will be required.**

Competitors that are **UNABLE to comply** with the declaration will need to complete the proposal form, and ensure it is faxed/posted directly to Lockton Motor Sports Risk Services (Fax: 01618 283 335) at least 14 days prior to the event to allow sufficient time for the application to be processed and a letter of acceptance to be issued. This letter of acceptance will need to be produced at signing on. Faxed copies of the acceptance letter ARE acceptable.

Lockton Motor Sports Risk Services: Tel: 01618 283 300, Fax: 01618 283 335, e-mail lauren.burgess@uk.lockton.com, Motor Sports Risk Services, A Division of Lockton Companies International Ltd, 19 Spring Gardens, Manchester, M2 1FB.

If a competitor arranges his or her own Third Party Cover, they will be required to supply the policy number and the name and address of his or her insurers on the entry form. A competitor wishing to arrange his or her own Third Party Cover should ensure that the cover does not exclude his or her competing on a rally.

NO DISCUSSION WILL BE ENTERED INTO REGARDING THIS MATTER AT DOCUMENTATION.

18. DAMAGE DECLARATION

Competitors will be required to complete and sign a report declaring that they have not been involved in any incident resulting in damage to private property or injury to persons or animals, or alternatively give details of any such incident. Any information given will incur no penalty, but a competitor failing to provide a completed form at the finish or within 48 hrs for non finishers, or falsifying a declaration will be excluded retrospectively from the results, forfeit any award gained and reported to the WAMC and the MSA. **Where an accident has occurred the organisers must be notified on the day of the event.**

Competitors who retire shall be required to submit the form within 48 hrs to the Entries Secretary giving the location and reason for retirement.

Any competitor who, as a result of his driving on the event, is prosecuted by the police, will be excluded retrospectively from the results and forfeit any award gained. Competitors are reminded that by law should report any incidents to the police.

Competitors **WILL** be expected to contribute towards the costs or claims incurred in respect

of damage caused to property. It is a condition of signing the entry form and the MSA signing-on forms at the start that competitors accept this clause. Any competitor unwilling to contribute towards any such cost should they be involved in an accident will be excluded retrospectively from the results, forfeit any award gained and reported to the WAMC and MSA. They will also be prevented from entering other Tregaron and District Motor Club events in the future.

19. PACE NOTES

The use of pace notes or map markings is forbidden. Pace notes will be defined as per R9.1.6 and any marking(s) on the map not provided by the organisers. Any competitor found in possession of such map markings / pace notes will be **EXCLUDED**. There will be random map checks carried out throughout the course of the event by Judges of Fact.

ANY COMPETITORS REPEATEDLY OBSERVED ON THE ROUTE PRACTISING PRIOR TO THE EVENT MAY NOT BE PERMITTED TO START AT THE ORGANISERS' DISCRETION.

20. DRIVING STANDARDS OBSERVERS AND JUDGES OF FACT

The organisers in accordance with R8.1, may appoint DSO's or Judges of Fact. Checks manned these officials will be identified by control boards with either DSO or Judge of Fact displayed on them only. Failure to stop when requested by a DSO or Judge of Fact will incur the penalty of **EXCLUSION**. A full list of DSO's, Judges of Fact and the facts to be judged will be displayed at documentation.

21. SERVICE

Service will not be permitted at any time during the duration of the event, except by the crew working on their own car. This also applies at any halt. The penalty for infringement will be **EXCLUSION**. However, competitors may work unaided, and may borrow tools from the proprietor of a halt, or borrow from fellow competitors only - NOT from spectators and the general public.

22. PHOTOGRAPHER

Brian Gilbert (www.bg-photosport.co.uk) and Darren Aitkin (www.daphotographic.co.uk) will be in attendance throughout the event.

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