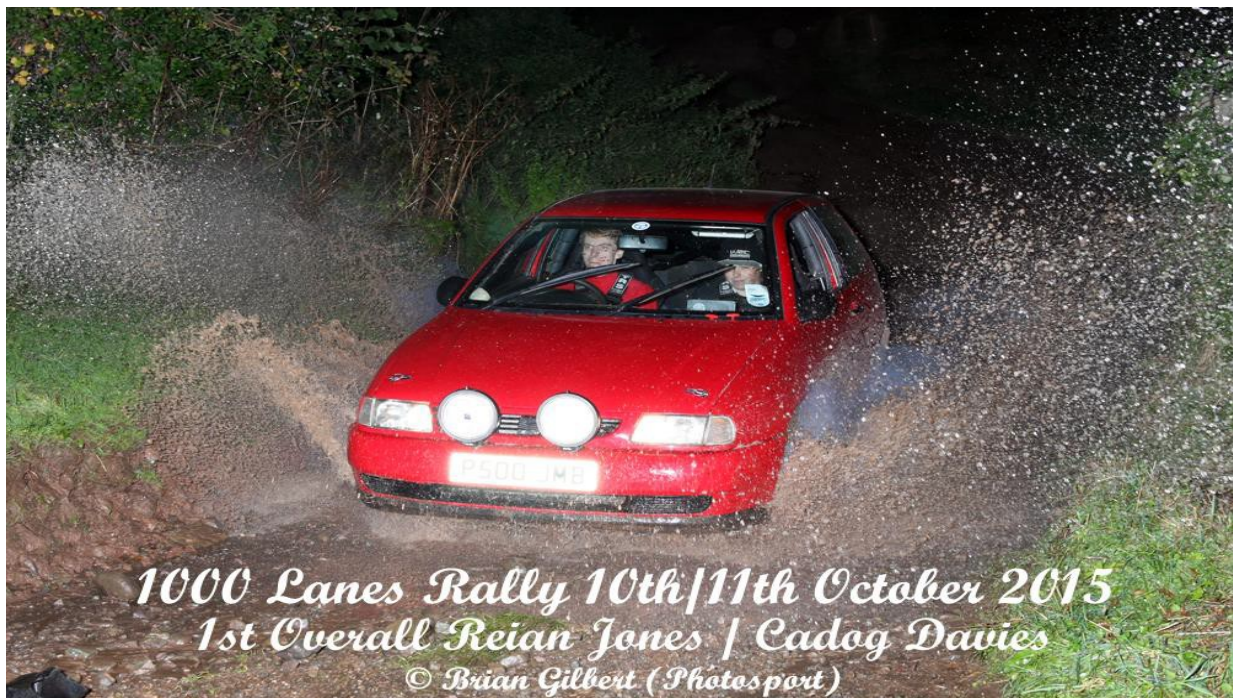


# Heads Of The Valleys Auto Club

Present  
The

*Homes of Elegance*  
est. 1961

## 1000 Lanes Road Rally 7th/8th October 2017



WAMC Road Rally Championship – Best Event 2014

Qualifying round of the 2017 WAMC Road Rally Championship



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## FOREWORD

Heads of the Valleys Auto Club are pleased to present the 1000 Lanes Road Rally - on the 7<sup>th</sup>/8<sup>th</sup> October 2017. We would like to thank our sponsors – **Homes of Elegance** - for their support.

This years event will again run to a night road rally format, providing approx. 115 miles of no-nonsense but challenging rallying that will consist of approximately 3 miles of unsealed road surfaces and use of farmyards. Although driven in a standard road car, the use of under-guarding is recommended for the more spirited driver.

We are pleased to announce that the event is once again a qualifying round of the 2017 WAMC Road Rally Championship, and we thank them for their support. We would like to extend our thanks to all landowners and households along the route.

Heads of The Valley Auto Club

## PREVIOUS WINNERS

1984	Huw Rees / Viv Owen
1985	Bob Hemmings / Peter Watts
1986	Steve Bennett / Alun Cook
1987	Steve Bennett / Alun Cook
1988	Lars Jones / Alun Cook
1989 - 2005	A well earned rest!
2006	John Davies / Anthony Davies
2007	Matthew Maidment / David 'Garth' Powell
2008	Matthew Jones / Richard Morris
2009	Steve John / Lowri Davies
2010	Richard Jerman / Iwan Jones
2011	Meirion Evans / Dale Bowen
2012	Neil Weaver / Sam Collis
2013	Dyfig James / Emyr Jones
2014	Mark 'GT' Roberts / Dylan Jenkins
2015	Reian Jones / Cadog Davies
2016	No Rally

## ACKNOWLEDGEMENTS

### **Our title sponsor Homes Of Elegance**

All advertisers, supports and officials

The Clytha Arms Abergavenny

Hockey Group Automotive

ESSO Garage Abergavenny

Mr Andrew Thomson – R.L.O

Local Constabularies

All farmers and householders on route

Mr John Surr ridge, WAMC Championship Co-ordinator

The Basic Roamer Company

All PR crews

All competitors for their continued support of the 1000 Lanes Road Rally



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# SUPPLEMENTARY REGULATIONS

## 1. ANNOUNCEMENT

Heads of the Valleys Auto Club (HOVAC) will promote a National B Status Road Rally – The 1000 Lanes Road Rally – on 7<sup>th</sup>/8<sup>th</sup> October 2017

## 2. JURISDICTION

The Event will be governed by the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA), these SR's and any written instructions the promoting Club may issue for the event.

## 3. AUTHORISATION

MSA Event No.	27858OC7/8
MSA Permit.	103294
WAMC ChampNo.	47/2017

## 4. ELIGIBILITY

The event is open to all fully elected WAMC club members. All competitors must produce a valid MSA competition Licence and club membership card as appropriate for inspection at documentation.

**A non refundable fine of £67 will be charged for anyone who cannot produce a valid licence, as per H.22.1.2**

Competitors can however apply for a Non Race National B Licence on the night, as per **H.26.1.2**. Anyone wishing to do this must provide a completed form with credit card details or cheque, a passport sized photo, plus a stamped envelope to send to the MSA.

## 5. CHAMPIONSHIPS

The event is a qualifying round of the 2017 WAMC Road Rally Championship.

## 6. PROGRAMME

The event will start and finish at Clytha Arms, Nr Abergavenny Map Ref: 161 - 368.5/088 and use OS 1:50,000 map 161.

Noise/Scrutineering times will be confirmed in the Final Instructions. **Any competitor not signed on by 20:45 may be refused to start the event.**

The total competitive mileage will be approximately 115 miles. Competitors should ensure that they carry enough fuel to travel approx. **75 miles.**

## 7. ROUTE INFORMATION

After successfully signing-on entrants will be supplied with a rally pack. Route will be issued at MC0. Route will be defined by six figure map references and any other system deemed necessary by the organisers i.e. diagrams for 3 metre triangles. The information will enable competitors to comply with **R.2.3.2, R9.1-R9.3.2 and R14.1-R14.1.8**. All organisers' mileage shall be deemed to be correct, having been established in accordance with **R6.2 – R6.2.9**. All organisers' road signs are mandatory.

**Due to spectator related PR problems, ANY competitor found to be divulging route information to non-competitors will be EXCLUDED.**

Cars will start at one minute intervals.

## 8. IDENTIFICATION

Cars will be identified by two rally plates supplied by the organisers. These must be affixed to the n/s window, and the rear of the car as per **R6.1.**, these must be removed upon completion of the event or upon retirement - it is the competitor's responsibility to ensure that the plates are legible throughout the event.

## **9. OFFICIALS**

Clerks of the Course	Gerwyn Barry	Tel: 07525 252101	<a href="mailto:gezbaz01@aol.com">gezbaz01@aol.com</a>
	Matthew Maidment	Tel: 07980 956232	<a href="mailto:matthew_maidment@hotmail.com">matthew_maidment@hotmail.com</a>
Deputy CoC	Paul Tod	Tel: 07966 433360	
Entries Secretary	Alyson Acreman	Tel: 07878 230160	<a href="mailto:alysonacreman66@gmail.com">alysonacreman66@gmail.com</a>
Chief Marshal	David Powell	Tel: 07969 455256	
DSO	T.B.C / A Championship DSO may also be appointed by the WAMC		
Stewards	Lee Turvey, Phil Jones, t.b.c		
Chief Scrutineer	Paul Loveridge		
Environmental Scrutineer	Alan Hinton		
Results	The Brotherhood		
Timekeeper	Steve Price		
WAMC co-ordinator	John Surrudge	Tel: 07831 221804	

## **10. CLASSES**

### **Class 1 - Experts**

Any competitor who has finished in the top 10 of a National B or top 3 of a Clubman road rally within the last 5 years.

### **Class 2 - Semi-Experts**

All crews not eligible for Class 1 or 3

### **Class 3 - Novices**

Neither crew member having won more than one class award on a National B or clubman road rally within the last 5 years.

### **Note:-**

- Competitors eligible for two or more classes must enter the higher class.
- Crews may be re-classified at the discretion of the organisers.
- Entries accepted without any seeding information will be seeded at the rear of the class entered.
- Competitors are welcome to enter a discussion regarding seeding, although will be completely ignored.

## **11. AWARDS**

1<sup>st</sup> O/A Driver:

The **Andrew Lewis Memorial** Trophy & Replica

1<sup>st</sup> O/A Navigator:

The **Cadlan Cup** & Replica

2<sup>nd</sup> O/A Driver

2<sup>nd</sup> O/A Navigator

1st, 2nd & 3rd Driver and Navigator in each Class

Highest Placed under 1400 Crew

Highest Placed Mixed / Ladies Crew

Best Presented Car

The **Gwyn Bowyer Memorial** Trophy

All perpetual awards will remain the property of Heads of The Valleys Auto Club and must be returned after 11 months or sooner if required. No crew may win more than one main award.

## **12. ENTRIES**

The Entry List opens on publication of these Regulations. No entries will be acknowledged before that date. All entries will be considered on a first come, first served basis, although the organisers shall retain a total of 35 places for registered contenders of the 2017 WAMC Road Rally Championship until 21 days prior to the event. The organisers also reserve the right to allocate 10 places at their discretion.

The Entry List and Reserve List officially close on the 1<sup>st</sup> October but if vacancies are available, they will be accepted up to 20:45 hrs on 7<sup>th</sup> October. All entries must be made on official Entry Forms and accompanied with appropriate entry fee. Telephone entries and post dated cheques will not be accepted. Entries are only accepted through the entry secretary and must include the full entry fee. Any entries cancelled prior to the closing date will be refunded minus a £15 administration fee, provided their entry can be filled by a reserve or late entry.

All cancellations must be made in writing and will be taken in chronological order by reference to the postmark. Cancelled entries will be acknowledged and refunds made within 14 days of the finish of the event. Any reserve who is unable to compete because there is no vacancy in the start list shall have their entry fee refunded in full. The organisers reserve the right to refuse an entry.

The maximum entry for the meeting is 75 plus 15 reserves.

The minimum entry is 40.

The maximum entry per class is 40.

The minimum entry per class is 10.

The entry fee for the event is £90.00, which includes breakfast for the competing crew.

### **The Entries Secretary for the Rally is:**

Alyson Acreman, Victoria House, Cardiff Road, Quakers Yard, Merthyr Tydfil, CF46 5DU

Tel. 07878 230160 **(No Calls after 21:00hrs please)**

[Alysonacreman66@gmail.com](mailto:Alysonacreman66@gmail.com)

### **13. Insurance**

The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate for the event before any loadings will be **£15.85**. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's Declaration: -

I do not have the Third Party Road Section extension on my current Motor Insurance.

I am aged 20 or over.

I have had no more than 1 fault claim in the last three years

I have no more than maximum of 6 conviction points on my UK driving licence

I have the appropriate competition/club membership licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.

I have no physical or mental disabilities

I have no other material facts to disclose

Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership  
Partnership House  
Priory Park East  
Kingston Upon Hull  
HU4 7DY

Tel + 44 (0) 1482 213215

Fax + 44 (0) 1482 213216

Email [info@jelfmotorsport.com](mailto:info@jelfmotorsport.com)

## **14. SEEDING**

The order of starting will be at the organiser's discretion, and no discussion will take place as to their decision.

## **15. RESULTS**

Final results will be based on the following criteria in order:

- a) Fewest Fails
- b) Least Time Dropped
- c) Furthest Clean
- d) Smallest Engine Capacity
- e) Lowest Start Number.

Competitors will be supplied with one Results Query Form. More than one query on the same matter will be treated as a protest or appeal. These must be made in accordance with **C5.1 – C5.7 / C6.1 – C6.6** and accompanied by the appropriate fees (Part 3 – Appendix 1).

All other general regulations of the MSA & WAMC apply as written except for the following, which are modified: Also we are advised to make you aware 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.**

**R15.1 – 15.1.1** To be classified as a finisher, a competitor must report to and receive a signature at the following:-

- a) All Main Controls
- b) Damage Controls
- c) All Noise Checks

**R.5.4.3** - Only the driver nominated on the entry form may drive during the event.

**R.6.3.1** - Any notice displayed at the start or on route bearing the signature of either the Clerk of the Course / Deputy Clerk of the Course / Secretary of the Meeting will have the same authority as these ASRs. Quiet Boards, No Boards and Direction Arrows along the route are mandatory.

**R.11.1.2** – In the event of any controls or checks not being manned they shall be treated as, and deemed to be, Route Checks, notwithstanding any description to the contrary in the route instructions or time cards, however, should a control or check not be sited at the location specified in official documents, then all performances at that point will be ignored.

**R.9.2** - The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place shall rest with the competitor. Should any entry on a Time Card not be legible or not appear authentic, it can be considered not to have been made. Organisers will refer to Marshals' check sheets in case of doubt.

**R.12.6.1** - Competitors can reduce lateness only at points specified as Time Recovery, and also where the  $\frac{3}{4}$  rule can be used, but at no other point without penalty. A competitor who wishes may miss a control or controls. He/she will be penalised in accordance with R.13(b) and R.13(d) for every control missed. If he/she re-joins the route at a control at the end of a Standard Section he/she will be permitted to restart without further penalty at any time between his/her original scheduled time and his/her permitted lateness time.



## **16.PENALTIES**

Result Marking System will be as **R13**

### **The penalty of EXCLUSION will be applied for the following offences:**

- ☐ Not reporting at or providing proof of visiting a Main Control within maximum lateness.
- ☐ Failure to comply with a quiet zone requirement
- ☐ Failure to stop at a stop, halt or give way sign, or a junction specified as G/W in the route card/diagram, **R14**
- ☐ Entering an area designated as out of bounds
- ☐ Unauthorised alteration of Time Card.
- ☐ Breach of technical regulations concerning the use of lights, and breaches of the 'Construction and Use of Vehicles' regulations.
- ☐ Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute. **R4.1 to R4.1.7**
- ☐ Receiving assistance contrary to **R7.2.4 to R7.2.7**
- ☐ Breach of regulations **R8.3.1 to R8.4**
- ☐ Damaged or, ineffective silencing system, or damage to the competing car.

### **1 FAIL per offence will be awarded for the following:**

- ☐ Not reporting at a Time Control, or reporting over 30 minutes & 59 seconds after due time.
- ☐ Passing through a control two or more times.
- ☐ Failure to comply with any other route card instruction.
- ☐ Not complying with a reasonable instruction by an official providing warning is given that a penalty will be applied
- ☐ Breaking any rule for which no penalty has been specified
- ☐ Arriving at a control before schedule time

### **1 FAIL first offence, EXCLUSION 2nd offence:**

- ☐ Traversing the distance between any two consecutive controls in less than three quarters of the time allowed by the official time schedule where the controls are more than 4 miles apart.

### **1 FAIL per Control:**

- ☐ Not providing proof of reporting at a Time Control or wrong approach / departure.
- ☐ Not providing proof of visiting a Passage, Route Check or Secret Control or wrong approach / departure.
- ☐ Failure to obtain a signature for a code board at the next manned control.

### **Controls sited at the end of a Neutral/Transport section (Unless $\frac{3}{4}$ rule applies)**

Early arrival (per minute)	1 Fail
Late arrival	No Penalty, other than towards maximum lateness.

### **Controls sited at the end of a Standard Section (Timed to minute)**

Early Arrival	2 Minutes per minute
Late Arrival	1 Minute per minute
Accepting a time which is deemed to be incorrect	1 Fail (2 <sup>nd</sup> Offence – Exclusion)

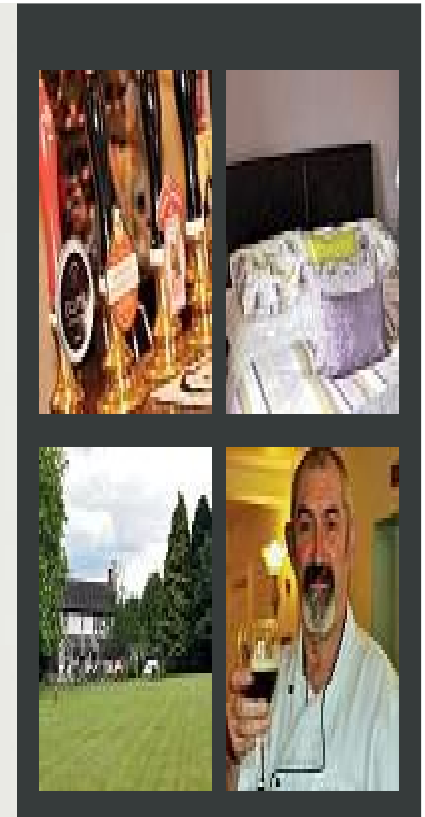
### **Controls sited at the end of a Standard Section (Timed to second)**

Early Arrival	2 seconds per second
Late Arrival	1 second per second
Accepting a time which is deemed to be incorrect	1 Fail (2 <sup>nd</sup> Offence – Exclusion)



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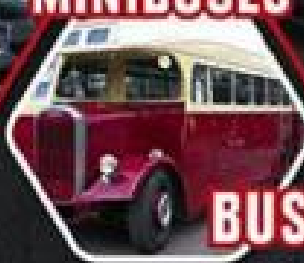
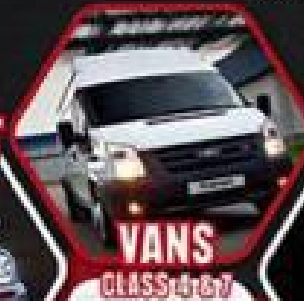
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## **17. SECTIONS**

### **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 (R12.8).

Timing at the controls will be when the time card is **presented to the marshal**, and not the time of entering the control area as per R12.3. The ¾ rule may not be used on Standard Sections.

### **NEUTRAL SECTION**

These are deemed QUIET sections and are used to take the rally through 'PR' sensitive or densely populated areas - **PLEASE RESPECT THEM**. They are timed at a low average speed and competitors must drive them in as high a gear as possible without the use of auxiliary lights (except as permitted by law when driving in fog). **COMPETITORS MUST NOT MAKE UP TIME IN THESE SECTIONS**, as per **R10.3 & 10.3.1**. no penalty will be incurred for lateness other than for exceeding maximum lateness which is cumulative.

### **TRANSPORT SECTION**

These sections will be used to transport competitors between sections. Competitors may be permitted to make up time in these sections as per **R12.7**. "3/4 rule" and no penalty will be incurred for lateness, other than exceeding maximum lateness.

A competitor may miss a control or controls but will be penalised in accordance with the table of penalties in these SR's for every control missed. If they re-join the route at a control at the end of a competitive section they will be permitted to restart without further penalty at any time between their original scheduled time and their maximum permitted lateness. Competitors will be instructed where to reduce lateness en route.

If the re-joining control is at the end of a neutral section they will only be permitted to restart without penalty at their official corrected time, based on the time taken at the last control at which they reported within maximum lateness. Competitors late at one control may be the equivalent amount late at successive controls without further penalty provided maximum lateness is not exceeded. This maximum permitted lateness time still being in relation to their original scheduled time.

## **18. CONTROLS**

There will be five types of control: Main Time Control, Standard time control, Passage Control, Route Check and Secret Check.

MC	Main Control
SS	Standard Section Start
SF	Standard Section Finish
TC	Standard Time Control
PC	Passage Control
RC	Route Check
SC	Secret Check

At each Main and Standard time control the marshal will enter the time shown on the control clock at the point the time card is **presented to the marshal**, and sign in the appropriate place on the time card.

At Passage Controls and Secret Checks the marshal will only sign the time card in the appropriate place.

Route Checks and any un-marshalled Passage Controls will be represented by a code (board), which must be noted in the relevant place on the competitor's time card before proceeding. This code must then be signed for by the marshal at the next manned control – excluding DSO's. The information provided must not only be accurate but legibly printed **R11.1.4**. as these sheets will be checked and penalties applied.

All marshalled controls will be indicated 50 (or 3) metres ahead of the correct direction of approach by a control board. They 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. Should any entry on a time card not be legible or not appear authentic, it may be deemed not to have been made. Organisers may refer to marshals' check sheets in case of doubt. 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 other written instructions.

Controls will open 15 minutes before the due time of the first Car, and close 30 minutes and 59 seconds after the last car is due as per **R11.1**.

A competitor who causes ANY form of harassment to a marshal or any other official, or who remains in a control area subsequent to an instruction to depart, will be reported to the stewards of the meeting. The organisers reserve the right to exclude any such Competitor if they so decide.

An altered or amended Time Card will only be accepted if it is countersigned by the marshal at the time of alteration. It is the competitor's responsibility to ensure that their Time Card is correctly marked.

## **COMPETITORS WILL BE EXCLUDED FOR DEFACING OR ALTERING A TIME CARD.**

Sections of the route may include 'not as map' triangles that will have a Control Area of 3 metres. They will be identified in the route card and preceded by a Control Board on the correct direction of approach.

**The Welsh Association of Motor Clubs are increasingly concerned at the driving behaviour of some competitors at manned controls. Arriving at a control at high speed with locked brakes can put the marshal at great risk. If the competing car also has headlight main beam and spot lights illuminated, that increases the risks as it impairs the vision of the marshal. We feel that we need to take action to ensure the safety of marshals.**

**R9.2.1. Any control is considered to extend for 50m around the actual point at which the Officials are making their records, unless clearly visible signs are displayed to define a different area.**

**Driving Standards Observers will be present at some controls to ensure that the following procedures are adhered to:**

- 1. Competitors must dip their lights and extinguish spots at the 50m Board.**
- 2. Reduce speed so that you can stop at the marshals location without locking your wheels.**
- 3. Leave the marshals location only when the marshal is clear of the car.**

**Failure to comply with these instructions will result in penalties being applied as per R8.4. YOU HAVE BEEN WARNED.**

## **19.LATENESS**

**R12.2.7 – Maximum Permitted lateness for all competitors will be:- 30 min 59 secs**

Lateness may be regained between main controls at the halfway halt and at certain locations notified on route. Competitors are recommended to recover lateness at these locations.

## **20.FINISHERS**

To be classified as a finisher, a competitor must report to at least two thirds of the controls listed in the route card, all main controls and to the damage control to obtain a signature in accordance with **R15.1.** within their maximum lateness specified - in the car in which they originally started.

## **21.TIMING**

The event will use the scheduled timing method. Timing will be to GMT (BBC time) via marshals' digital clocks. All crews are advised to carry an accurate digital watch with them on the event

## **22.SECRET CHECKS R14 R2.3.3**

Secret Checks may be established without prior notice.

## **23.GIVEWAYS R14**

All competitors will be required to stop at any junction approached on roads controlled by a give way sign and any other place specified on the route card/diagram. A number of such places will be marshalled by Judges of Fact and D.S.O's. Failure to stop at Give Way – **EXCLUSION**

## **24.QUIET ZONES**

These will be indicated on the route card and by warning boards along the route. Competitors will be required to proceed in as high a gear as possible without using auxiliary lights. Noise must be kept to an absolute minimum. Quiet Zones may be marshalled by Judges of Fact, empowered to exclude competitors for excessive noise or using auxiliary lights.

## **25.NOISE TESTING/SCRUTINEERING**

Noise testing, Scrutineering and Signing-on will commence at approximately 17:00 hours, location of the above will be notified in the Final Instructions.

All cars must comply with the MSA Tyre and Vehicle Regulations as written and specified within the MSA UK Year Book. Scrutineering will be in compliance with the Road Traffic Act, General Regulations **R.7.2.3** and Technical Regulations **R18 to R19.8** and

Cars will be required to undergo a noise test, and any vehicle registering on the noise meter over 86db @ 2M at 2/3 maximum RPM, **R4.1.1 to R4.1.7** will not be permitted to start. Noise tests may also be performed en route as per **R4.1.6**.

**All tyres must be E marked and maintain at least a minimum amount of tread depth. No tyres from MSA Blue book list 1C are permitted.**

**Competitors registered for the Basic roamer company Welsh Association of Motor Clubs Road Rally Championship should also be aware of, and comply with all additional technical regulations set out and stipulated within the Championship Regulations. It is the competitors responsibility to comply with these regulations if registered.**

**N.B.** Scrutineers may mark tyres fitted at the start of the event for checking later en route.

**Crews failing either the noise test or scrutineering, will not be permitted to start and will not be refunded their entry fee.**

Vehicles must be taxed and competitors must provide a current MOT certificate and log book. If a vehicle is hired or borrowed a letter of consent from the owner must be supplied.

Seat belts must be worn on all sections, any competitor found to not be wearing a seat belt on any section will be instantly Excluded.

Warning Triangles & First-Aid kits must be carried in the competing vehicle, **along with a small spill kit complying with J5.20.13**

## **26.MARSHALS**

It is a condition of entry that competitors must provide at least one marshal to 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 exclusion of that crew and no refund of entry fee. Failure to open their control at the allotted time, **or a marshal found to give an inaccurate time to ANY competitor, will result in the crew the marshal has signed on for being penalised 1 Fail.**

### **NO MARSHAL – NO START – NO REFUND**

## **27.DAMAGE**

Competitors will be required to sign a declaration form at the finish or upon retirement, stating that they have not been involved in any incident which may have caused damage to persons or property, or alternatively giving details of any such incident. This information will not be subject of any penalty other than that no competitor shall qualify as a finisher without signing the declaration (the details will be required for any possible post-rally PR work). Competitors who retire are required to submit the form to the Entries Secretary giving location and reason for retirement: **R15.1.3**. Any competitor who fails to comply with this request within 72 hours of the rally finish shall be reported to the MSA for disciplinary action and may be fined as per **13(q)**. The same condition applies should a competitor withhold information or provide false information, such a competitor may be excluded retrospectively from the results and forfeit any awards. Any competitor who, as a result of their driving on the event is prosecuted by the police, will be excluded retrospectively from the results and forfeit any awards. Competitors are reminded that by law any incidents should be reported to the police. Competitors will be expected to pay in full 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 form, that competitors accept this clause.

**All competitors will be assessed for damage at petrol/MC2 by the appointed scrutineers. All vehicles must be in a roadworthy condition to continue the rally.**

## **28.PROTESTS**

Any protest must be lodged in accordance with **C5.1.1. to 5.7**. Competitors must not (under the penalty of EXCLUSION) enter the results room uninvited.

### **29.COMPETITORS RESPONSIBILITY**

It is the competitor's responsibility to note any information given at the start. Such information carries the same force as these SR's. At least one member of the competing crew must attend the competitors' briefing.

### **30.SERVICING**

Servicing will not be permitted at any time during the event except by a crew working on their own car, this also applies to the halfway halt. The penalty for infringement will be **EXCLUSION**.

Competitors may work unaided and may use tools and parts carried by them, or bought/borrowed from the proprietor of the halfway halt, or from fellow competing crews in the event.

### **31.FINAL INSTRUCTIONS**

These will be made available during the week prior to the event.

### **32.CANCELLATION**

Organisers reserve the right to cancel sections from the results if they deem it fairer to do so, 'force majeure' etc. notwithstanding. Controls, at which in the organisers' opinion, inaccurate times may have been given to competitors, shall be considered as a Passage Control.

### **33.INTERPERATATION**

It is not the duty of any marshal to interpret regulations or any 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 any other written instructions. Any notices displayed at the start, or en route, bearing the signature of either the Secretary of the event, or of either the Clerks of the Course, or of the Assistant Clerk of the Course, shall have the same authority as these SRs. It is the competitors own responsibility to note any information displayed at the start.

### **34.MOBILE PHONES & RADIOS**

Competitors are also reminded of Rule **R7.2.3**. regarding radio/transmitting devices. Any vehicle infringing this rule will not be permitted to start the event, regardless of whether they have a licence for such a device. C.B. radios come under this ruling. If a competing car is seen during the event to have a radio transmitting device or evidence of such a device being fitted, it will not be allowed to proceed. This also applies to the use of car or mobile phones, which can only be used to report a medical emergency, or to recover a vehicle after retirement from the event. If a competitor is seen using a mobile for any other reason they will be **EXCLUDED**.

### **35.MAP MARKING/PACE NOTES & SERVICING**

The use or possession of Pace (Recorded) Notes is forbidden. Only maps covering the area as defined in the SR's for the event may be used in a competing car. Navigation on the event must only be carried out by the use of the relevant O.S. maps or any other method supplied by the organisers. Any other form of navigation will be classed as Pace (Recorded) Notes. A pace (Recorded) Note, for the purpose of these regulations is also defined as any marking(s) on the map or paper which combine route information with distance notation(s). An official will be responsible for the inspection of any maps at the start of the rally for compliance with **R9.1.6**. and for further checks during the event. These checks may be at random. The initial map check will take place at signing-on at the start venue. Failure to allow an inspection will result in reporting to the Stewards. The Judge(s) of Fact will report any breach of the Regulation to the Stewards.

Servicing will not be permitted at any time during the event except by crews working on their own vehicle. This also applies to the Rest Halts, but crews may borrow tools from fellow competitors. The penalty for infringement is **EXCLUSION**.

### **36.PHOTOGRAPHER**

Brian Gilbert Photosport will be in attendance, and proofs sent to competitors after the event

### **37.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 vents to enable their child to participate. By signing on, these 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)** and they also agree to accept the consequences and any associated penalties imposed for not adhering to general regulations. For the MSA's general regulations please refer to the MSA year book.

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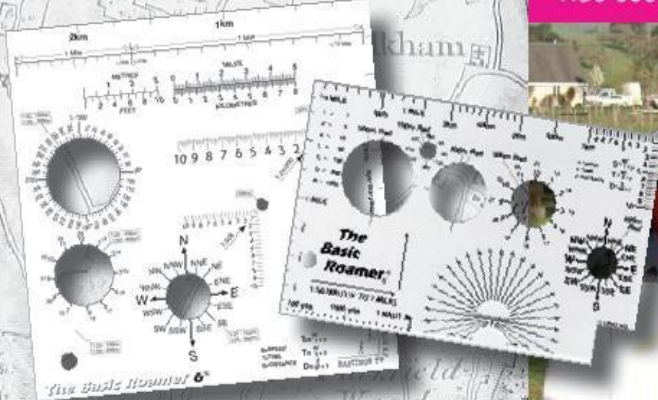
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