

Baja GB 2016

incorporating the

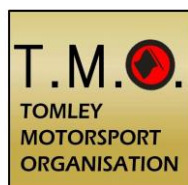
WELSH HILLRALLY



Stages sponsors as listed on website

20/21/22 May 2016

REGULATIONS



The third round of the
DEFENDER CHALLENGE by Bowler Motorsport 2016



Sweet Lamb LOGO

Organised by **TOMLEY MOTORSPORT ORGANISATION** and **NEWTOWN & DISTRICT AUTOMOBILE CLUB LTD** in conjunction with the **ALL WHEEL DRIVE CLUB LTD**

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Welsh Hillrally 2016

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20/21/22 May 2016

Croeso, Welcome, to *Baja* GB 2016 incorporating the **Welsh Hillrally 2016** with stage & other sponsors as listed on the website, a two day Hillrally at *National B status, organised by TOMLEY MOTORSPORT ORGANISATION and NEWTOWN & DISTRICT AUTOMOBILE CLUB LTD* in conjunction with the **ALL WHEEL DRIVE CLUB LTD**.

One of the objectives of this event is to give as many people as possible an opportunity of entering a hillrally as something different from comp safaris and challenges.. *Vehicles which are not road legal can be trailered across the main road.* If you have a vehicle parked up – now's the time to dust it off and get it out! The Regulations provide that if you have problems, you can miss stage/s and re-join at Service Out controls; we want everyone to be at the finish!

Another objective is to provide realistic cross country stages for the Third Round of the **Defender Challenge by Bowler Motorsport 2016**.

Rally Head Quarters & Service Area will be at Sweet Lamb, Llangurig, Powys SY18 6SY and the event will comprise approximately 7 stages in Hafren & Myherin with some 130 stage miles and 80 liaison miles. ***Due to lambing taking place in May there will be no stages in Sweet Lamb itself.***

Scrutineering and Documentation will take place from 15.00 to 18:30 on Friday 20th May and by appointment from 06:30 to 07:15 on Saturday 21st May 2016. The start of the event will be at 08.00 Saturday 21st May 2016.

Catering by **Classic Catering**, their Marquee, Stage and bar as well as toilets will be available in the service area during the event. Camping is included in the entry fees but as entry to the site will be controlled, competitors will have to list the vehicles they will be bringing.

TRACKERS by **Kwiktrak** will be fitted to certain vehicles as a further test of their system for safety purposes. These will confirm position at any time; that the correct route has been covered and ensure speed limits on F C liaison sections are complied with. So you will need a working speedometer to avoid unnecessary time penalties. More details of tracking and timing and which vehicles will be asked to fit these will be given in Final Instructions.

ENTRIES are limited to the first 55 paid up so get yours in early to avoid disappointment!

Baja GB 2016 also incorporates the **Rally Moto's Tarenig Rally** for bikes and quads. For details and entry form see www.allterrainrallychallenge.co.uk

This is a unique opportunity for 4x4 competitors and bikers to come together for a social weekend as well as the competition over the same terrain.

We hope you will all enjoy this hillrally in Mid-Wales. Please help us demonstrate that motor sport can be conducted in a responsible fashion, without damage to the environment, so that we can return to the area again and promote future events for your enjoyment.

There is also the **HILLRALLY CHAMPIONSHIP** you can enter if you intend entering more than one Hillrally. See Regulations at www.welshhillrally.com . ***Please e-mail Wendy before the event if you wish to enter the championship.***

We look forward to seeing you in May.

***Chris & Wendy Tomley, &
The Organising Committee***

NADAC & AWDC MSA Recognised Clubs - NADAC Ltd Reg Office: Cross Chambers High Street, Newtown, Powys. SY16 2NY

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www.welshhillrally.com

Supplementary Regulations

Article 1 ANNOUNCEMENTS

NEWTOWN & DISTRICT AUTOMOBILE CLUB LTD ('the Club') will organise a National B status Hillrally on Saturday 21st & Sunday 22nd May 2016 in conjunction with **TOMLEY MOTORSPORT ORGANISATION** and the **ALL WHEEL DRIVE CLUB LTD**.

Article 2 JURISDICTION

The event will be held under the General Regulations of the Royal Automobile Club Motor Sports Association Ltd ('MSA') (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the Club may issue for the Event.

Article 3 AUTHORIZATION

DOE Authorisation	TBA
MSA Permit Number:	95297

Article 4 ELIGIBILITY

- 4.1 The event is open to any holders of a MSA Clubman or higher Competition Licence who are members of:-
- 4.1.1 Newtown & District Automobile Club Ltd;
 - 4.1.2 All Wheel Drive Club Ltd;
 - 4.1.3 Clubs in membership of the Association of Land Rover Owners Clubs
 - 4.1.4 Northern Off Road Club
 - 4.1.5 Scottish Hill Rally Club
 - 4.1.6 Clubs in membership of the WAMC, AWMMC or ANWCC;
 - 4.1.7 BAMA
- or Registered contenders in the championship listed in 4.5 below;
- 4.2 All competitors must hold an MSA Clubman or higher grade suitable competition licence valid for this event or equivalent EC licence. Any query as to requirements/applications for such licences can be made to **Michael Wentworth, Esq., MSA, 01753 765050**
- 4.3 The WELSH HILLRALLY 2016 has been inscribed on the 2016 Sporting Calendar. Competitors from any of the EU countries holding National Competition Licences issued by their ASN may enter.
- 4.4 Intending competitors are reminded that when an entry is made in the name of a firm or sponsor, that firm or sponsor must hold an MSA Entrant's Licence and that licence must be produced at documentation. MSA competition licences will be inspected at signing on. Where the entrant is a legal entity, or in any case, not part of the crew, the first driver named on the entry form shall be held responsible for all liabilities and obligations of the entrant throughout the whole competition.
- 4.5 This event is the third round of the **DEFENDER Challenge by Bowler Motorsport 2016** (Permit No:- 2016/003) and the first round of the **HILLRALLY CHAMPIONSHIP 2016** (Permit No:- TBA).

Article 5 PROGRAMME

09.00	Monday	28 th March 2016	Entries open.
09.00	Friday	6 th May 2016	Entries close for seeding purposes.
18:00	Saturday	14 th May 2016	Entries finally close.
17.00	Thursday	12 th May 2016	Competitors' Bulletin No. 1 published.
15:00	Friday	20 th May 2016	Noise test & Scrutineering open at the Rally Shed in the Bowl. Rally Office opens at Rally Head Quarters, Sweet Lamb. Documentation opens.
18:30	Friday	20 th May 2016	Scrutineering closes.
19:00			Rally office closes.
19:00			Documentation closes.
06.30	Saturday	21 st May 2016	Noise test & Scrutineering open.
06.30	Saturday	21 st May 2016	Rally Office opens
06.30	Saturday	21 st May 2016	Documentation opens.
07.15	Saturday	21 st May 2016	Scrutineering closes.
07.15	Saturday	21 st May 2016	Team Entries close.
08.30	Saturday	21 st May 2016	Documentation closes.
07.30	Saturday	21 st May 2016	Drivers' Briefing in the Rally Head Quarters.
08.00	Saturday	21 st May 2016	Start of Rally from the Rally Head Quarters.
17:24	Saturday	21 st May 2016	First car arrives at MC 1 IN
20.00	Saturday	21 st May 2016	Interim Results and re-start times displayed.

08.00	Sunday	22 nd May 2016	Re-start of Rally from the Rally Head Quarters.
TBA	Sunday	22 nd May 2016	First car arrives at MC 3 IN
TBA	Sunday	22 nd May 2016	Provisional Results displayed.
ASAP	Sunday	22nd May 2016	Presentation of Awards on Stage at Rally Head Quarters.

Article 6	START AND FINISH
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| 6.1 | The event will start and finish at Sweet Lamb, Llangurig, Powys SY18 6SY. |
| 6.2 | The Official Notice Board will be at HQ at Sweet Lamb aforesaid. |

Article 7	SCRUTINEERING AND DOCUMENTATION
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| 7.1. | Noise, Scrutineering and signing on begin at 15:00 hrs on Friday 20 th May and Noise and Scrutineering close at 18:30 hrs and Rally Office and Documentation close at 19:00hrs. Noise, Scrutineering and Rally Office and Documentation re-open at 06:30 Saturday 21 st May and close at 07:15 hrs on Saturday 21 st May 2016. |
| 7.2 | All vehicles must comply with the MSA Technical Regulations for cross-country vehicles. |
| 7.3 | At Scrutineering, vehicles will be examined for compliance with the 2016 MSA Tyre, Technical and Safety Regulations as well as for class eligibility. Each Entrant and Driver will be assumed to have knowledge of the vehicle and its eligibility for the class entered. Vehicles must be presented in the same condition as they intend to compete. Competitors must supply their own Competition numbers which must be applied before presenting the vehicles to the Noise Check Official. Vehicles must then proceed to the Scrutineering Control where organisers'/sponsors' plates and decals will be applied by the crew <u>prior</u> to Scrutineering. |
| 7.4 | All vehicles shall have a minimum of one medium hand held fire extinguisher complying with K 2.1.2 and K 3.1.2 (not plumbed-in). Plumbed in systems shall be armed on arrival at stage starts and not disarmed until after having left the stage stop marshals. |
| 7.5 | Vehicles shall have fitted, and the Driver and Co-driver shall use, seat belts with 4, 5 or 6-point fixations provided they have two shoulder straps and two abdominal straps (crutch straps are advisable but not compulsory). |
| 7.6 | K 10.3.1.applies and Safety Helmets will be examined for conformity with current regulations: FIA 8860-2004, FIA 8860-2010, FIA 8859-2015, SNELL SA2005, SNELL SA2010, SNELL 2015, SNELL SAH 2010, SFI FOUNDATION 31.1A 31.2A |
| 7.7 | Every competing vehicle will be subject to a noise test with a maximum of 100 dba at 2/3 max rpm at 0.5m J5.17 |
| 7.8 | To be allowed to start, all vehicles must be equipped with a roll cage complying with the P 56.13, P 56.14 or P 56.15 specifications and other safety devices as specified by K 5, K 6. & K 8. No vehicle will be allowed to start unless it complies with MSA regulations. |
| 7.9 | Additional checking may be carried out at any time during the event, of the crewmembers as well as of the vehicles. The competitor is responsible for the technical conformity of his vehicle throughout the entire duration of the event. |
| 7.10 | Any driver wishing to film the event with a camera or cameras carried on board the vehicle must apply in writing to the Organisers at least 14 days prior to the event for the written approval of the Organisers (who shall have absolute discretion to grant or refuse such consent) and for the written approval of the Chief Scrutineer J 5.20.5. At scrutineering such equipment shall be presented for approval by the Chief Scrutineer with the written authority. Any such authority shall be valid for the named event only. |
| 7.11 | Vehicles must be presented at scrutineering in a clean condition and in the same condition as they intend to compete. |
| 7.12 | Towing points: - (P 60.2.2) All vehicles must be fitted at the front and rear with recovery points comprising a horizontal tow ball or similar. This should be above bumper height and of sufficient strength to withstand a snatch recovery of the vehicle when fully bogged down. They shall be painted in a contrasting colour or their location otherwise made obvious. |
| 7.13 | All vehicles must carry a suitable towrope. |
| 7.14 | Protective bulkheads should be complete with all holes sealed. |
| 7.15 | The wearing of flame-resistant overalls is strongly recommended P25.1.1. |
| 7.16 | A Car Emergency Escape Tool capable of cutting seat belts must be carried on board the vehicle at all times. It must be easily accessible for the driver and co-driver when seated with their harnesses fastened. If this cannot be achieved with one, then two shall be fitted. |
| 7.17 | All crews shall carry a small spill kit complying with J5.20.13 (P57.5.3) capable of absorbing minor spillages up to 1.25 litres. (Suggested Spill kit specification (<i>to be supplied by the competitor</i>) 2x large spill mats (oleophilic); 2 pr gloves; 1 disposal bag & tie wrap enclosure.) |
| 7.18 | REMINDER – Competitors in Sports Utility Task Vehicles must wear an FIA approved FHR device fitted in accordance with FIA regulations. – K 25.1 |
| 7.19 | Wheels & tyres: - ALL VEHICLES SHALL USE ONLY AT PATTERN TYRES IN THE LIST 5A IN THE MSA BLUE BOOK 2016. |

Any query regarding eligibility, safety or specification of vehicles, should be referred to the Chief Scrutineer, who is a Judge of Fact (C 3.1 G10.2.1)

Article 8**ROUTE**

- 8.1 The route will be contained on Ordnance Survey Maps 1:50,000 nos. 135 & 136.
- 8.2 Total mileage will be approximately **210** miles, of which approximately **130** miles will be off road special stages.
- 8.3 The event will contain approx 7 special stages on private property, which will be timed on an accuracy of less than one minute by marshals under the supervision of a MSA appointed timekeeper. Kwiktrak Trackers will be carried by certain vehicles.
- 8.4 Vehicles will start at one-minute intervals.
- 8.5 Six-figure map references and a tulip type road book will define the route.
- 8.6 Full details of the route and special stages will be issued to competitors when they sign on.
- 8.7 These documents will contain all the information necessary to enable competitors to comply with P2.5.3 & P2.5.4
- 8.8 All distances and speeds in this event will be in kilometres and kilometres per hour.**

Article 9**TIME CARDS**

- 9.1 Each crew is solely responsible for its time card.
- 9.2 The time card must be available for inspection on demand, especially at the control posts where a member of the crew of the competing vehicle must present it personally.
- 9.3 Any correction or amendment made to the time card will result in exclusion from the event, unless the competent marshal has approved such a correction or amendment.
- 9.4 The absence of a stamp from any control or the failure to hand in the time card at each control (time, passage or regrouping) will result in exclusion from the event.
- 9.5 The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries.
- 9.6 Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the is correctly entered.
- 9.7 The control marshal is the only person allowed to enter the time on the time card, by hand, at control points.

Article 10**IDENTIFICATION**

- 10.1 Vehicles will be identified by rally plates supplied by the organisers.
- 10.2 In addition regulation size 23cm minimum numbers must be supplied by the competitors and displayed on a white background on both sides of the vehicles above the waistline as J4.1, J4.1.1, J4.1.2.
- 10.3 Each entrant will provide a clear space above and below the identification numbers for any sponsor's / organisers' advertising material to be displayed. (See Article 34) Each area available must measure at least 450mm in width and 125mm in height.
- 10.4 Rally numbers may be for sale at the Rally Head Quarters.

Article 11**GROUPS, CLASSES & VEHICLE ELIGIBILITY**

- 11.1 The event is open to 4 x 4 and 4 x 2 vehicles, whether designed principally for the transportation of passengers, commercial use or dual purpose.

****PLEASE NOTE:- Vehicles which are not road registered or have a current MOT certificate must be trailered across the main road-.** All vehicles, however, must comply with MSA Regulations, in particular P 56.13 P 56.14 P56.15 as appropriate.

- 11.2 Classes will be as follows: -

Group	Class	Capacity	Quick Guide to Permitted Modifications	
1 Standard Production	A	Any fuel any capacity	Additional gauges, front seats, springs and shock absorbers except their standard location must be retained, air filter elements, brake friction materials, wheels, tyres, additional spare wheel, auxiliary lights, underbody protection. For full details see Class Regulations at Article 11.3.1	
2 Modified Production	B	Any fuel any capacity	Must retain original vehicle silhouette, but may fit additional shock absorbers, modified suspension, non-standard engine & gearbox. For full details see Class Regulations at Article 11.3.2	
3 Prototype	C	< 4000	Live axle petrol/lpg	All modifications permitted but vehicles must comply with MSA
	D			

		=> 4000		Technical Regulations 2016 Sections P56.1 – P57.5.3. Differential gears are free.
	E	< 4000	Independent suspension petrol/lpg	
	F	= > 4000		
	G	Diesel engines	Any size	
	H	Any type	2 wheel drive	
4 FIA	T1 A	Any UTV	Whether complying with FIA T1 or not	
	T1 B	Any other vehicle	Complying with FIA T1 Regulations	
	T2 DC	Any vehicle entered in the DEFENDER CHALLENGE by Bowler Motorsport 2016		
	T2 Other	Any	Any vehicle complying with FIA T2 regulations 2016	

For forced induction petrol engines the nominal cylinder capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the fictive volume thus obtained. For forced induction diesel engines the multiplier will be 1.5

11.3 ELIGIBILITY REQUIREMENTS: -

11.3.1 GROUP 1 - PRODUCTION

A Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence if required, of the vehicle's eligibility.

No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

A ENGINE

- 1 The accelerator cable may be replaced or doubled, with or without parts from the original manufacturer.
- 2 The make and type of spark plugs are free, as are rev limiters and high-tension cables and the ignition coil, where fitted.
- 3 The capacity and origin of the cooling system radiator/tank is free, as is the type of thermostat that may be removed. The original location and attachment points of the series production radiator must be retained.
- 4 Those parts of a carburettor or fuel injection system, which regulate the admission of fuel to the engine, may be modified, provided that the modification has no influence on the admission of air. The original fuel injection system must be retained; the injectors may be changed for injectors that are identical except for the size of the pintel nozzle hole at the end.
- 5 The air filter, its housing and the tube between this housing and the atmosphere are free, but the housing must remain in its original location, the air must not be taken from the cockpit, modifications must not affect the structure of the car, and the installation must be situated entirely within the engine compartment. The air filter element may be removed.
- 6 The valve springs and valve clearance are free, but the camshafts (including their profile) must remain as original.
- 7 The fuel pump is free, in operating principle, number and location outside of the cockpit.
- 8 The material of the engine mountings are free, but the number and location must remain as original.
- 9 The exhaust system after the first silencer is free, except that it may not be replaced with a system of a larger diameter than that fitted upstream of the first silencer. The exhaust system must retain the original number of silencers, although additional silencers may be fitted. It shall be permissible to alter the exit point of the exhaust system either to the rear or sides of the vehicle provided that no alteration to the bodywork is made and the installation respects Construction and Use Regulations. Additional mounting points for the exhaust system may be fitted.

- 10 Where fitted the Cruising Speed Controller may be disconnected.
11 Sound proofing panels may be removed.

B TRANSMISSION

- 1 The clutch disc is free, including its weight, except for the number of discs and their diameter.
2 Standard transmission ratios must be retained. Optional extras are prohibited.
3 Locking and limited slip differentials or traction control devices are only permitted if available as a standard fitment.

C SUSPENSION

Springs

- (a) Coil Springs: The length, diameters external and of the wire, the form of the spring platform and the type of spring (progressive or fixed rate) are free.
(b) Leaf Springs: The length, width, thickness, vertical curvature and number of leaves are free. The fitting of shackle protection pads is strongly recommended.

Torsion Bars

The diameter is free.

Shock Absorbers

- (a) Are free, but the type telescopic, lever etc., and operating principles (hydraulic, friction, etc.,) must be retained as original.
(b) Gas filled Shock Absorbers will be regarded as hydraulic in respect of their operating principle.
(c) The mountings must be retained as originally fitted and may not be reinforced.
(d) It shall be permitted to fit an additional shock absorber at each wheel station, provided that the mounting's only purpose is the fitting of the additional shock absorber.
(e) The fluid tanks for the shock absorber may be attached in the wheel arches as well as to the chassis.
(f) Suspension travel straps are permitted.

Rigid axle

Where fitted, the original casing may be strengthened provided the original part can still be recognised.

D WHEELS

- 1 Wheels are free provided that they remain covered by the original bodywork, including wheel arch extensions where originally fitted, and where no modifications may be made to the bodywork to permit their fitting. Studded tyres are prohibited.
2 The spare wheel may be relocated inside the vehicle provided that it is securely restrained and does not impinge on the space reserved for the crew.
3 Wheel fittings by bolts may be changed to pin and nut fittings.

E BRAKING SYSTEM

- 1 The brake linings are free as is their mounting to the backing plate (riveted, bonded etc.) provided that the contact surface of the brakes is not increased.
2 Protection plates may be removed or reshaped.
3 In the case of a car fitted with servo-assisted brakes or an anti-locking device, this device may be disconnected. The same applies for anti-lock braking systems.
4 Brake hoses may be changed for aviation type lines.

F BODYWORK

Exterior

- (a) Hubcaps must be removed.
(b) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the car's aerodynamics.
(c) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts: - engine, radiator, suspension, gearbox, tank, transmission and exhaust.
(d) A nudge bar may be fitted, in addition to the bumper, and must be independent of and not reinforce the car's structure or contribute to its rigidification. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed so as to provide protection to the headlights and provide mountings for auxiliary lights.
(e) The side and rear windows behind the driver may be replaced with non-transparent material or transparent material of at least 4 mm in thickness. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.
(f) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the car and must be at least 1.5 mm.
(g) The locking system for the cap of the fuel tank is free.
(h) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting.

- (i) External rear view mirrors, and front and rear windscreen wiper blades are free.
- (j) Only electric winches, which require no modification to the structure of the car other than to facilitate the attaching of the winch by bolts, may be fitted.

2 *Interior*

- (a) All accessories which have no effect on the car's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating etc.) on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking or road holding.
- (b) All the passenger seats, if occupied, must be fitted with head restraints.
- (c) The carpet behind the front seats may be removed when an FT3 tank is fitted in that area.
- (d) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).

The following are allowed in particular:

- (i) Additional measuring instruments, counters etc. May be freely installed provided that they do not present a danger.
- (ii) The horn may be changed, and an additional one fitted which the passenger may operate.
- (iii) The mechanism of the handbrake lever may be modified to fly-off operation.
- (iv) The seats occupied by the crew are free, and the seat supports may be strengthened.
- (v) Additional storage compartments may be added to the glove compartment and front doors.
- (vi) The steering wheel is free.
- (vii) Electric window mechanisms may be converted to manual operation.

G REINFORCEMENTS

- 1 Strengthening of suspended parts is permitted where the strengthening material follows the shape and is in contact with the suspended part.
- 2 It is permitted to fit strengthening bars to the suspension points on the bodyshell or spring mounting points, provided that the bars are attached by bolts and are removable. It is permitted to make holes in the suspension trim to attach the bars.
- 3 When the spare wheel is originally located within an enclosed space it shall be permissible, when carrying a wheel wider than that originally fitted, to remove the cover and or sufficient material to allow the wider wheel to be carried within the space provided.

H ELECTRICAL SYSTEM

- 1 The battery and associated cables are free, save that the battery must be located in its original position using the original mountings.
- 2 The Alternator is free.
- 3 Fuses may be added to the electrical system.
- 4 A maximum of 2 auxiliary forward facing lights, and their associated relays etc may be fitted, but which may not be fitted within the bodywork. Additional reversing lights may be fitted which may only be operated when reverse gear is engaged. In all other respects the lighting system must respect current legislation.

I FUEL SYSTEM

Where an FT3 tank is fitted fuel lines must be replaced with the aviation type. Where the original fuel tank is retained it is permitted to change the fuel lines to the aviation type. It is further permitted to feed the original tank from the FT3 tank provided that the breather pipe passes through the FT3 tank. In all cases the routing of fuel lines are free except that they may not be routed inside the roll cage or chassis members.

J JACK

The jack is free and the jacking points may be changed for others, which have no other function.

11.3.2 GROUP 2 - MODIFIED PRODUCTION

A Modified Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence if required, of the vehicle's eligibility.

All modifications authorised for Production Cars are permitted for Modified Production Cars together with those contained in these specific regulations.

No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

A GENERAL PRESCRIPTIONS

- 1 With the exception of those parts hereafter authorised for modification [or], replacement, all other parts may be machined, balanced and/or chemically treated provided that it is possible to identify those parts so modified as being originally fitted components, irrespective of the supplier.
- 2 Throughout the car all nuts and bolts/screws are free, as are the type of locking device (i.e., washer, locknut etc.).

B ENGINE

- 1 The engine must originate from the base car or from a car from the same make. The engine must be in its complete and integral form save for modifications authorised hereafter.
- 2 The nominal capacity of the engines shall be limited to:
 - (a) **Petrol Engines:**
 - 5,000cc for normally aspirated 2 valves per cylinder engines.
 - 3,500cc for engines with more than 2 valves per cylinder and/or forced induction.
 - (b) **Diesel Engines:**
 - 6,000cc for normally aspirated 2 valves per cylinder engines.
 - 4,000cc for engines with more than 2 valves per cylinder and/or forced induction.
 - (c) **Cylinder block - Cylinder head**
 1. It is permitted to close the unused apertures in the cylinder block and cylinder head provided that the only purpose is that of closing the aperture.
 2. A rebore is allowed provided the original cylinder block is retained, resleeving of the bore is allowed under the same conditions and the material of the sleeve is free.
 3. Planing of the cylinder block and head is allowed. In the case of rotary engines the dimensions of the inlet and exhaust tracts are free provided that the original dimensions of the inlet and exhaust ports are respected.
 4. The Compression Ratio is free.
 5. The Cylinder Head Gasket is free.
 6. The Pistons, Piston Rings and Gudgeon Pins are free.
 7. The Connecting Rods and Crankshaft. In addition to the modifications permitted in the paragraph 'General Prescriptions', the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that specified for production parts.
 8. Bearings: These are free except that they must be the original type of bearings and they must be to the original dimensions.
 9. The Flywheel may be modified in accordance with the prescriptions of the paragraph 'General Prescriptions' provided that the original flywheel can still be identified.
 - (d) **Fuel and Air Feed**
 1. The air filter, it's housing and the plenum chamber are free. The air filter and box may be removed, replaced by another or relocated within the engine compartment. The pipe between the air filter box and the carburettor(s) or the air measuring device (injection) is free, as is the pipe between the air measuring pipe and the inlet manifold or the modified charging device.
 2. The air filter may be fitted with a grille.
 3. Anti pollution parts may be removed provided that their removal does not lead to an increase in the amount of air admitted to the engine. It is permitted to make a hole, of a maximum diameter of 10cm in the engine cover or bonnet to provide air to the engine and to connect a pipe of a maximum internal diameter of 10cm to this hole.
 4. The Fuel pumps are free except that they may not be fitted inside the cockpit unless they were originally located in this position in which case they must be adequately protected.
 5. It is permitted to fit a radiator in the fuel circuit.
 6. Fuel filters are free except that they shall not exceed a unit capacity of 0.5 litres and may be added to the fuel circuit.
 7. The original heat exchangers and intercoolers to the petrol engine fitted must be retained and remain in their original location. In the case of diesel engines these are free but must remain within the engine compartment and the bodywork must not be modified to allow their fitting.
 8. The pipes between the supercharging device, the intercooler and the manifold are free but their only function may be to carry air.
 9. Water injection, if fitted, must be as originally fitted to the engine type in all respects.
 10. The use of any other substance or device to reduce the temperature of the mixture is forbidden.
 - (e) **Carburettor**

The replacement of the standard carburettor with a single progressive single or twin choke carburettor is permitted provided, in the case of a single choke carburettor, the diameter of the single choke does not exceed 2 inches or 50.80mm and, in the case of a twin choke carburettor, the diameter of each choke does not exceed 1.4145 inches or 35.93mm. If an SU carburettor is used, the size of the choke will be the size of the butterfly flap for the purpose of the above measurements.
 - (f) **Injection**

1. The injection system original to the vehicle must be retained in type and location. The parts of the injection system regulating the quantity of fuel admitted to the engine may be modified, but not the diameter of the opening of the butterfly.
2. The air-measuring device is free.
3. The injectors are free, except for their number, position, assembly axis and operating principle.
4. The fuel lines feeding the injectors are free.
5. The electronic box is free provided it does not incorporate more data.
6. The fuel pressure regulator is free. In the case of a diesel engine the injection pump is free.

(g) Restrictor (supercharged engines only)

1. The restrictor shall be of a maximum diameter of 34mm for petrol engines and 40mm for diesel engines and shall comply fully with FIA Appendix J requirements.
2. In the case of engines with two parallel compressors the maximum diameter will be 24mm for petrol engines and 28.2mm for diesel engines.

(h) Camshafts

The camshafts are free except their number and number of bearings. The timing is free. The material, type and dimensions of pulleys, chains and belts for driving the camshafts are free. The route, and the number of belts or chains are free, as are the guides and tensioners associated with the belts or chains.

(i) Valves

The material and the shape of the valves are free, as is the valve lift, but their original dimensions must be maintained. The cups, cotters or guides (even where not originally specified) are free. Shims may be added under the springs. The valve seat material is free. The valve springs are free as to number, material, length and number of coils, but their location must be as original.

(j) Rocker Arm and Tappets, Push Rods

Rocker arms may only be modified as prescribed in the General Conditions. The Tappets and Push Rods are free provided that they are interchangeable with the original parts.

(k) Ignition

The ignition system is free except that the number of spark plugs may not be increased. It is permitted to convert a mechanical ignition to electronic ignition system and vice a versa. Where the system is so converted only those modifications to fit the necessary components are permitted.

(l) Cooling

The radiator is free, as are its mountings provided that it remains in its original location (compartment). The cooling hoses and fittings are free. A radiator screen may be fitted. The type, location, material and number of fans are free. The thermostat is free and may be removed. A water catch tank may be fitted and the radiator cap may be locked. The expansion tank is free, and one may be added where not originally fitted. If water injection was originally fitted it may be disconnected but not removed.

(m) Lubrication

1. Radiator, oil/water heat exchanger, lines, thermostat, sump, oil pump and filter are free. The oil radiators must be located within the original parameters of the car, including the underneath of the car. Fitting of an oil radiator does not allow the fitting of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.
2. Oil pressure may be increased.
3. If the lubrication system includes an open type breather then it must be equipped with an oil catch tank into which the oil will flow. This catch tank shall be at least 2 litres for cars up to 2,000cc, and at least 3 litres for cars of 2,000cc and above.

(n) Engine Mountings

Mountings are free provided that the position of the engine respects the original layout (longitudinal, transverse), and that the engine remains in its original half of the wheelbase. The only possible modifications to this compartment are those made necessary by the difference in space requirement between the original engine and the permitted alternative engine. The incline may be modified. Supports may be welded to the engine and to the bodywork and their position is free. It is permitted to modify the bulkhead for the installation of one or more air filters or for the admission of air provided that this arrangement is totally isolated from the admission of air into the cockpit.

(o) Exhaust

1. Downstream of the original exhaust exit the system is free except that the exit must remain inside the car's perimeter. For cars with turbochargers the exhaust can only be modified after the turbocharger. In the case of rotary engines, provided the inlet ports of the exhaust manifold are respected, the dimensions of the ducts are free.
2. Thermal screens may be fitted to the exhaust manifold, the turbocharger, and the exhaust system provided their only function is that of a thermal screen.
3. Driving pulleys and belts for ancillaries situated outside the engine:
The material, dimensions and type of pulleys are free, chains and belts for driving the ancillaries are free. The route and the number of belts and chains are free.

(p) Gaskets Gaskets are free.

(q) Engine Springs

Springs are not subject to any restrictions other than that they must retain their original operating principle.

(r) Starter Motor

The Starter Motor must be retained, but its make and type are free.

(s) Supercharging Pressure

The pressure may be modified under the 'General Prescriptions' and 'Engine springs' as specified above. The connection between the housing and the waste gate may be made adjustable if it is not originally so. The original system of operation of the waste gate may be modified and may be rendered adjustable, but the system must be retained. A mechanical system must remain mechanical, and an electrical system must remain electrical etc.

C TRANSMISSION

1 **Clutch** The Clutch is free.

2 **Gearbox, transfer box, final drives, differentials and their casings:**

These are free. An additional lubrication and cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) in accordance with the prescriptions listed under Lubrication above. The gearbox supports and drive shafts are free.

D SUSPENSION

1. The suspension is free. The axles are free and may be substituted. Reinforcement bars may be fitted to the suspension mounting points. The distance between the fixing point of the suspension and the anchorage point of the reinforcement bar must not be more than 100mm, unless the bar is a transversal strut with a roll bar as originally fitted, and unless there is an upper bar fixed to a MacPherson suspension or similar. In the latter case the maximum distance between the anchorage point of the bar and the upper articulation point will be 150mm.

2. Apart from these two points, this bar must not be mounted on the bodyshell or the mechanical parts. One and the same bar may only be fixed to 2 of these points situated on the original chassis (bodyshell).

E WHEELS

Wheels are free except for the following:

1 The maximum diameter of the tyre may not exceed 810mm.

2 The wheels may be increased or decreased in diameter by 2 inches from the original specification.

3 The wheels do not have to be of the same diameter.

4 Wheel fixing bolts may be exchanged for studs and nuts or vice a versa.

5 Should the wheel be secured by a central nut, a safety spring must be in place at all times, painted dayglo red and these safety springs must be changed every time the wheel is changed. Spare springs must be carried at all times.

6 The wheel and tyre must be housed within the original bodywork including original wing extensions.

F BRAKES

Brakes are free except for the following:

Cooling of brakes. Only one flexible pipe to bring air to the brakes of each wheel is allowed, but it's inside section must be able to fit within a circle with a 10cm diameter. The air pipes must not extend beyond the parameters of the vehicle when viewed from above.

G STEERING

The steering is free, including the housing, however the original operating principle must be retained.

H BODYWORK AND CHASSIS

1 Modifications to the bodyshell and chassis made necessary to allow for modifications authorised above are allowed. Fixed bulkheads may be rendered movable on condition that this does not modify their ability to prevent the passage of liquids and flame.

2 Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it. Reinforcements by composite materials are allowed irrespective of thickness.

3 Insulation material may be removed from the bodyshell and chassis.

4 Unused supports (i.e. spare wheel carrier) may be removed.

I EXTERIOR

1 The external contours and shapes of the car must be conserved in their entirety, except as permitted below:

(a) Bumpers, roo-bars: materials are free but the original shape and attachment points must be retained. A roo-bar may be fitted provided that it is entirely made of tubes and that it is mounted to the bumper. Its only function may be the protection of and mounting of auxiliary lights.

(b) Hub caps and wheel embellishers: must be removed.

(c) Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit; the number and capacity are free.

(d) External decorative/rubbing strips may be removed.

- (e) Jacking points are free as to type, location and number but must have no other function.
- (f) Light covers may be fitted provided their only function is protection and that they have no aerodynamic effect.
- (g) The location and type of registration plates are free provided that they comply with Construction and Use requirements.
- (h) Additional safety fastenings for the windscreen and other windows may be fitted provided that they do not improve the aerodynamics of the car.
- (i) Under vehicle protection may be fitted to protect the engine, radiator, suspension, transmission, fuel tank and exhaust. These parts may have no other function than the protection of those specified parts.
- (j) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 5cm wide and 10cm tall in section. It is permitted to fit plastic protection parts inside the wings and the edges of the wing panel may be folded back if they protrude inside the wheel housing.
- (k) Removable pneumatic jacks are permitted.
- (l) Skirts are prohibited. No parts may be fitted between the sprung part of the car and the ground whose function is to fill this space.
- (m) It is permissible to remove or replace existing supports between the body and chassis, but is not permitted to change or add locations.
- (n) The materials of the doors, bonnets and bootlids, handles and hinges are free, provided that their external appearance and operation is retained.
- (o) The material and operation of the front lateral windows are free. The windows must be transparent and at least 4 mm thick.

J COCKPIT

- 1 No mechanical parts may protrude into the cockpit. Modifications to the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- 2 The dashboard is free but must not have any protruding parts.

K SEATS

- 1 The front seats are free and may be replaced, they may be relocated rearwards but the seat back shall not be behind a vertical line defined by the leading edge of the rear seat as originally fitted. Rear seats and parcel shelves/load area covers may be removed.
- 2 All padding and insulation material may be removed from the underside of the roof.
- 3 Insulating and padding may be removed from the floor, the carpets are free and maybe removed. All other padding and insulation may be removed from the car.
- 4 The heating system is free and may be removed. Where the system is removed an electric demisting system or similar must be fitted. Air conditioning may be disconnected or removed.
- 5 The steering wheel is free and the steering lock may be removed.
- 6 It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
 - (a) Maximum height 10cm.
 - (b) Displacement within front third of roof area.
 - (c) Hinges on the rear edge.
 - (d) Maximum width of 50cm.

L ADDITIONAL ACCESSORIES

All those, which have no influence on the car's behaviour, power or performance, are allowed. All controls must retain their intended function and may be adapted for ease of use and accessibility. All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted. The horn may be added to and changed. Circuit breakers are free as to number and location. The original windscreen may be replaced with a laminated windscreen with an integral defrosting device fitted. A fly-off handbrake mechanism may be fitted. Spare wheels must be securely fitted and must not intrude on the space reserved for the crewmembers. No external bodywork modifications may result from the spare wheel's installation. Additional compartments may be added to the glove compartment and pockets added to the doors. Additional insulation to protect the vehicle's crew from fire may be added to the bulkheads. The joints in the gear linkages may be changed.

M ELECTRICAL SYSTEM

- 1 The nominal voltage of the original system must be retained.
- 2 The wiring harness & fuses are free as are the routing and location of the same.
- 3 The battery(ies) are free but must be securely fitted and covered to avoid leaks and short circuits. The original number of batteries must be retained. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm². A leak proof box must cover the battery and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
- 4 The generator is free but must retain the original drive system. Its location is free and may only be located inside the cockpit if that was the original location.

N LIGHTING

The car's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified. Where this is done the original orifices must be sealed. No more than four forward facing beams are allowed. Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.

11.3.3 GROUP 3 - PROTOTYPES

Prototype vehicles are defined as cars, which are free as to origin and design. They shall be capable of seating a driver and navigator side by side.

A ENGINE

The engine is free as to its type and its location.

B TRANSMISSION

The Transmission is free including the gearbox, transfer box, differentials and axles, as to the type and location.

C SUSPENSION

The suspension is free as to its type and location.

D BRAKES

The brakes are free, but a handbrake must be fitted.

E STEERING

The Steering is free but must be a mechanical system power assistance is permitted.

F WHEELS

- 1 Wheels are free.
- 2 Where a central nut secures the wheel, this must be fitted with a safety spring painted dayglo red at all times. This spring must be replaced after each wheel change and spares must be carried within the vehicle.

G CHASSIS

The chassis is free. Jacking points may be added as necessary and their type is free.

H BODYWORK

The materials and design of the bodywork are free but must respect the general prescriptions of the MSA. A laminated windscreen with an integral defrosting system may be fitted. A demisting system and a windscreen wiper/washer system must be fitted. Where front lateral windows are fitted they shall be of a transparent material not less than 4mm thick. A roo-bar of tubular construction may be fitted to the chassis provided its only function is the protection and mounting of auxiliary lights.

I COCKPIT

- 1 No mechanical parts may protrude into the cockpit. Fixtures and fittings within the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- 2 The dashboard is free but must not have any protruding parts.
- 3 The heating system is free.
- 4 The steering wheel is free and the steering lock may be removed.
- 5 It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
 - (a) Maximum height 10cm
 - (b) Displacement within front third of roof area
 - (c) Hinges on the rear edge
 - (d) Maximum width of 50cm

J ADDITIONAL ACCESSORIES

All those, which have no influence on the car's behaviour, power or performance, are allowed. All controls must retain their intended function and may be adapted for ease of use and accessibility. All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted. At least one horn must be fitted. Circuit breakers are free as to number and location. A fly-off handbrake mechanism may be fitted. Spare wheels must be securely fitted and must not intrude on the space reserved for the crewmembers. Insulation to protect the vehicle's crew from fire may be added to the bulkheads.

K ELECTRICAL SYSTEM

- 1 The nominal voltage of the system is free.
- 2 The wiring harness & fuses are free as are the routing and location of the same.
- 3 The battery (s) are free but must be securely fitted and covered to avoid leaks and short circuits. The original number of batteries must be retained. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm². A leak proof box must cover the battery, and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
- 4 The generator is free but it may not be located within the cockpit.

L LIGHTING

The car's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart

from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified. Where this is done the original orifices must be sealed. No more than four forward facing beams are allowed. Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.

11.3.5 AMALGAMATION OF CLASSES

If, by the end of signing-on, any class has less than five entries, the Organisers reserve the right to amalgamate those vehicles with another class or reduce the awards list as deemed appropriate. Similarly, if there shall be a very large entry in any one class, the Organisers reserve the right to sub-divide that class into two or more new classes.

For any diesel vehicle with forced induction, the actual capacity will be multiplied by 1.5 to achieve a notional capacity and any petrol engine by 1.7 to achieve a notional capacity and in each case this notional capacity shall determine the class. (J 5.4.1. and E 12.4.1)

Article 12 ENTRIES

- 12.1 The entry list opens on publication of these SRs and closes finally on **13 May 2016**. **The online entry form is at www.welshhillrally.com on which all entries must be made and the appropriate fee paid.**
- 12.2 The entry fee is **£450.00** (inclusive of on site camping).
- 12.3 The maximum entry is **60** plus 20 reserves.
- 12.4 Each entry includes one service pack.
- 12.5 The above fees are doubled if the entrant refuses to carry the organisers advertising.
- 12.6 The Entries Secretary to whom all entries should be sent is: -

WENDY TOMLEY, CWM COCHEN, BETTWS CEDEWAIN, NEWTOWN, POWYS. SY16 3LQ

- 12.9 All entries will be acknowledged within 7 days of receipt and confirmation of entries will be made as soon as possible.
- 12.10 Entries are at the discretion of the organisers, and entries may be refused without any reason being given.
- 12.11 Should less than 40 fully paid entries be received by **13 May 2016**, the Organisers reserve the right to cancel this event.
- 12.12 No amendment may be made to the entry forms, except in the cases provided for in the present regulations. However, the entrant may freely replace the vehicle declared on the entry form by another from the same group and the same class, up to the moment of scrutineering.
- 12.13 Should it turn out at the time of scrutineering that a vehicle does not correspond in its presentation to the group and/or class in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class upon the decision of the Clerk of the Course.

Article 13 OFFICIALS

ORGANISING COMMITTEE

Chris Tomley, Wendy Tomley, Andy Mills, Gwen Adair, Steve Mitchell, Alex Holford, Andy Caton, Andrew Pennington, Sarah Suter, Wayne Jones & Robert Hughes.

OFFICIALS OF THE RALLY

Stewards of the Meeting

Appointed by the MSA

Appointed by the Organisers

Appointed by the Organisers

Clerk of the Course

Dep C of C

Chief Safety Officer

Spectator Safety Officer

Assistant Clerks of the Course

Chief Marshal

Assistant Chief Marshal

Secretary of the Meeting

Entries Secretary

Press & Public Relations Officer:

Commentator

Chief Medical Officer

Event Communications Officer

DAVID LUCAS, ESQ.,

GWEN ADAIR

RUPERT HINE

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DAVE BARKER, OFF TRACK MEDIA. 07885 370 345

DIANA TIGWELL

Dr PAUL GORDON-SMITH (M) 07909 523 695

ROGER WHITEHOUSE Tel: (M) 07718 047 230

Competitor Liaison Officer
Results Service
Chief Timekeeper
Chief Scrutineer &
Noise Test Official
Scrutineers
Management Team
Defender Challenge
Championship Eligibility Scrutineer:
Championship Secretary

SARAH SUTER (M) 07773 364 593
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GETHIN REES (M) 07817 286 189 / **NEIL FULLER**, Tel: (H) 01291 641 324 (M) 07798 868 865
VIC PALMER 07850 776247

MARK PALMER

JOHN COOPER, (M) 07702 240 970
WENDY TOMLEY

Article 14 AWARDS

- 14.1 General Classification: -
1st Overall Driver An Award
1st Overall Co-Driver An Award
2nd Overall Driver An Award
2nd Overall Co-Driver An Award
3rd Overall Driver An Award
3rd Overall Co-Driver An Award
- 14.2 Class Awards: -
1st in each class An Award
N.B. NO CLASSES WILL BE AMALGAMATED in the results.
- 14.3 Additional awards may be given at the Organisers' discretion.
14.4 No competitor may win more than one award.
- 14.5 **NOTE:** All award winners MUST be present at the Awards Presentation.
Non-appearance will result in the forfeiture of awards.
All Named Trophies remain the property of the organising Club and MUST be returned when Requested, in their original condition.

Article 15 RESULTS

- 15.1 Provisional Interim Results will be published on the Official Notice Board.
15.2 After a 30-minute period these results will become Final Interim Results when the protest time has expired, or all outstanding protests and appeals have been settled.
15.3 Competitors will be re-classified for the following day from these results.
15.4 The approximate time of publication will be published on the Official Notice Board as soon as possible after the last car not OTL has finished.
15.5 Results will be e-mailed to all Competitors within seven days of the finish of the event.
15.6 The presentation of awards will take place on the stage at Rally Head Quarters.

Article 16 CONTROLS AND TIMING

- 16.1 The Rally will be divided into Transport Sections and Special Stages over which timing will be carried out by Schedule Timing-. P.30.1.2
16.2 The sections between Service and Special Stags will be Transport Sections; timing will be to the previous whole minute. No lateness penalty will be applied except for maximum lateness. P.3.8.3
16.3 Each Transport Section will be allotted a Target Time and a competitor can calculate his due time of arrival at a Time Control (TC) by adding his Target Time to his actual time of departure from the preceding TC.
16.4 At all TCs on Transport Sections (i.e. Main Controls, Special Stage Arrivals and Service Controls) a competitor who is early may wait outside the control area for his due time.
16.5 The time recorded at these TCs shall be that on the official clock when the competitor submits his time card to the official within one minute (i.e. the competitors vehicle may enter the Control Area up to 60 seconds before his due time, without incurring a penalty for early arrival P.35.2.3.)
16.6 If vehicular entry to the Control is blocked, a member of the crew must present the timecard on foot.
16.7 Competitors entering a Special Stage Arrival Control must be ready to start a Special Stage when required to do so by the Start Marshal.
16.8 There will be 3 minutes dead time between Stage Arrival and the Stage Start.
16.9 Special Stage Timing will be to the previous whole second. Competitors will receive penalties as follows: -
(i) Under Bogey Bogey Time
(ii) Over Bogey and under Target Actual Time Taken
(iii) Over Target Target Time
16.10 However, excess lateness taken over Target Time on Transport Sections and Special Stages is cumulative and once lost cannot be regained.

- 16.11 When his accumulated lateness between any two adjacent Main controls exceeds the permitted maximum of 15 minutes a competitor will be deemed Over Time Limit (OTL).
- 16.12 Should any recorded time be not legible, or not appear authentic, the Organisers may use any means at their disposal to establish a time.
- PLEASE NOTE CAREFULLY!**
- 16.13 A Competitor may miss a Control or Controls. They will be penalised in accordance with General Regulations P 30.1.2(a) for every control missed. This is modified by these SRs to 15minutes, and Art 16.14 e)
- 16.14 Competitors who retire from the event or exceed their maximum lateness can Re-join the event as follows.
- Competitors can Re-join the event at any Service 'Out' (MC) Control.
 - To Re-join at a Service 'Out' (MC) Control, competitors must be ready to Re-start in their original starting order as per the start list for that day of the event. They must obtain a Re-start Time from Rally HQ Office.
 - Competitors who wish to Re-join the event because of either mechanical breakdown or as a result of an incident must seek the permission of the Chief Scrutineer before re-starting. Contact can be made through the Rally HQ office.
 - The penalty which will be applied for stage/s which are not completed will be "Stage Target + 15minutes".
 - If a competitor retires and re-joins between consecutive stages; the "Stage Target + 15minutes" will be applied to the stage prior to retirement.
- 16.15 Competitors who retire whilst on a Special Stage must leave via the Finish control where they should report their retirement to the Finish officials so that no search is initiated for them unnecessarily. If for any reason, they cannot leave by this route, they must either hand their Timecard, for that section, to the Closing Car crew or, if exiting by some other route, or retire on a Transport Section, report to the start or finish official of a Special Stage or to Rally HQ.
- 16.16 All controls other than Passage Controls and Route Checks will be Time Controls.
- 16.17 MAIN CONTROLS (MC)
- 16.17.1 Main controls will be situated at the Start and Finish of the Rally, immediately before and after any Service IN and Service OUT controls, or any other specified point.
- 16.17.2 At any MC Competitors will re-start at one minute intervals, either in number order, or in order of arrival at the MC immediately preceding that MC, or, if interim results are available, in order of General Classification.
- 16.17.3 Each competitor will be given a due starting time from any MC and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. Also a time penalty will be applied.
- 16.1.4 Competitors not excluded by reason of having accumulated more than the maximum lateness will restart from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MCs.
- 16.18 SPECIAL STAGE ARRIVAL CONTROLS (SSA)
- 16.18.1 A competitor who is early may wait outside the SSA control area for his due time.
- 16.18.2 They must be ready to start the stage (belts and helmets on etc) before entering the control area.
- 16.18.3 On their due time they must present themselves and their vehicle to the Arrival Marshal who will fill in the Arrival Time and allocate a Provisional Start Time as an indication of when they are due to start the Special Stage.
- 16.18.4 The Provisional Start Time will be no less than 3 minutes after the Arrival Time.
- 16.18.5 Competitors must then proceed to the Start Line and follow the Marshals' instructions.
- 16.18.6 This area is parc ferme. Should the event require it, this area may be used as a re-group halt.
- 16.18.7 This is then dead time and will not count towards any cumulative lateness.
- 16.3 SPECIAL STAGE START CONTROLS (SSS)
- 16.3.1 At the SSS a competitor will be given a start time for the Stage in hours and minutes.
- 16.3.2 Once a competitor has clocked in at the SSA, the Start Marshal will assume he is ready to start whether he is or not.
- 16.3.3 The START will be signalled by traffic lights which will go from **RED** (15 secs to go) through **AMBER** (5,4,3,2,1 seconds to go) finally to **GREEN** at the start time.
- 16.3.4 In the event of equipment failure the start procedure will revert to the manual system described in R 25.7.1 – R 25.8.7
- 16.3.5 As each section is timed separately, the time taken from SSA to SSS is 'dead time' and delays are automatically allowed for.
- 16.3.6 The control area between the SSA and the SSS will be 'parc ferme'.
- 16.4 SPECIAL STAGE FINISH CONTROLS (SSF)
- 16.4.1 At the SSF a competitor will receive his finish time in hours, minutes and seconds.

- 16.4.2 This time in hours and minutes will be his start time for the following Transport Section.
- 16.4.3 Any competitor who fails to stop at the 'STOP' line must not, under pain of exclusion, reverse to the stop line, but must return on foot. P 51.1.1

16.5 SERVICE AREAS (SV)

All service areas will have "IN" and "OUT" Time Controls and any not designated as MCs will have a Target Time specified between them as a Transport Section.

16.6 PASSAGE CONTROL (PC)

16.6.1 At certain points indicated in the Road Book the organisers may establish PCs in order to collect Time Cards from competitors or for other purposes.

16.6.2 There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

16.7 CONTROLS AND TIMING

Cumulative lateness is 15 minutes penalty free. P.31.6

16.8 RETIREMENTS ETC

16.8.1 Competitors retiring, for any reason, must leave the Special Stage via the finish and report their retirement to the Finish officials and hand in their Time Cards and Damage Declaration so that no search is initiated for them unnecessarily.

16.8.2 If, for any reason, they cannot leave by this route, they must either hand their Time Cards and Damage Declaration to the Course Closing Car crew, or if exiting by some other route, take their Time Cards and Damage Declaration to the Start or Finish officials of that stage or Service IN or OUT controls.

Article 17	RE-GROUPING CONTROLS
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17.1 The purpose of Re-grouping Controls will be to reduce the intervals that may occur between crews as a result of late arrivals and/or retirements.

17.2 Thus the starting time from the re-grouping control, and not its duration, must be taken into account.

17.3 Example

120 cars at the start of the Rally.

First re-grouping of 3 hours.

Starting time from the re-grouping control: 12.01 hours

17.3.1 Target time for the arrival of car No.1 at re-grouping control: 09.01 hours

Target time for the arrival of car No.120 at re-grouping control: 11.00 hours

17.3.2 Actual arrival time of car No.1 at re-grouping control: 09.15 hours

Actual arrival time of car No.120 at re-grouping control: 11.20 hours

(60 cars have retired during this part of the Rally.)

17.3.3 Starting time of car No.1: 12.01 hours

Starting time of car No.120: 13.00 hours

The respective length of stopping time shall therefore have been:

2 hr 46 min for car No.1

1 hr 40 min for car No.120

17.4 On their arrival at these re-grouping controls, the crews will hand the post marshal their time card and possibly the timecards for any other Special Stages covered, if necessary.

17.5 The crews will receive instructions on their starting time.

17.6 They must then drive their car immediately and directly to the parc fermé as instructed by the marshal (Article 17).

17.7 Engines must be stopped.

17.8 The Organisers may give them a new time card either at the entrance or at the exit of the parc fermé.

17.9 As far as possible, after re-grouping, the starting order follows the general classification drawn up once this re-grouping has been reached.

17.10 Otherwise cars start again in the order in which they arrived.

17.11 In no case can the times set during Special Stages alone be taken into consideration when establishing the classification, this must be done taking transport penalties into consideration as well.

Article 18	PARC FERMÉ
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18.1 The cars shall be subject to the parc fermé rules:

18.1.1 from the moment they enter the starting area (if one exists), a regrouping area or an end of leg area, until they leave one of these. (See Article 17.4)

18.1.2 from the moment they enter a control area until they leave it (Articles 16 & 17)

18.1.3 from as soon as they reach the end of the Rally until the time for lodging protests has expired (See Article 16)

18.2 Repairs

18.2.1 while the vehicles are subject to the parc fermé rules; any repairs or refuelling is strictly forbidden, under

pain of exclusion.

- 18.2.2 However, if the scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof, or if he is not available, the Chief Scrutineer, either of whom may request that the car be repaired.
- 18.2.3 In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded on the road section. They will therefore be taken into consideration for the calculation of a possible exclusion. This is why the time spent on repairs may not exceed the maximum permitted lateness. If this time is exceeded, exclusion shall be announced.
- 18.2.4 In order to prevent a crew from trying to make up lost time after the repair the crew will possibly be given a new starting time.
- 18.3 By way of exception, and under the supervision of a competent marshal, the crew may, while in the parc fermé, at the start, regrouping zone or end of leg (see article 18.1.1):
- 18.3.1 change a puncture or damaged tyre using the equipment on board,
- 18.3.2 change the windscreen with the possibility of outside help.
- 18.3.3 if, in order to change the windscreen, it is necessary to straighten the bodywork, Article 18.2.3 will apply.
- 18.3.4 these repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions laid out under Articles 18.2.3 & 18.2.4
- 18.4 As soon as they have parked their car in the parc fermé the drivers will leave the parc fermé and no member of the crew will be allowed to re-enter it.
- 18.5 To leave a parc fermé for the start, re-grouping halt or end of leg (see Article 18.1.1), the crew shall be allowed to enter the parc fermé 10 minutes before its starting time.
- 18.6 If a vehicle is unable to move under its own power:
- 18.6.1 to the entrance or exit of a parc fermé for the start, start of Special Stages time control, re-grouping halt or end of leg, it may be pushed by the relevant officials and/or members of the crew. This manoeuvre will entail a penalty of 30 seconds that will not count towards exclusion.

Article 19 INTERRUPTION OF A SPECIAL STAGE

- 19.1 Should the normal running of a Special Stage be stopped, the Clerk of the Course may allocate notional times in accordance with P14.6.
- 19.2 There will be no live recovery on this event.
- 19.3 The stage stopping procedure as specified in P14.5 will apply. (Red flags)
- 19.4 The principle of 'Force majeure' (P27.4.3) will apply.

Article 20 PENALTIES

- 20.1 Competitors will start with zero penalties.
- 20.2 Classification for the order of merit will be by reference to total time penalties, the winner being the competitor with the least total time penalty.
- 20.3 In the event of a tie the winner will be the competitor who has completed the greatest distance from the start with the least Penalties.
- 20.4 Penalties will be as Appendix 1 Chart 30.1.2

The following offences carry a PENALTY of EXCLUSION:

- (B3) Driving in the reverse direction on a Special Stage or reversing to a stop line.
- (B4) Smoking on a Special Stage.
- (B5) Failure to wear properly fastened seat belts and crash helmets on a Special Stage.
- (B6) Excess speed on Private Land other than a Special Stage.
- (B7) Causing an obstruction on an access road to a Special Stage or on a Special Stage.
- (B9) Out of bounds (as Article 25).
- (B10) Incorrect use of SOS / OK Board (Article 31).
- (B12) Practice, reconnaissance or the use of pace notes (Article 24).
- 20.5 To be classified as a finisher, a vehicle, with its crew, must complete the course without incurring the penalty of Exclusion.

Article 21 CONTROVERSY

Should a controversy arise over a Special Stage, the Organisers reserve the right, 'FORCE MAJEURE' etc notwithstanding, to cancel the stage from the results if they deem it fairer to do so.

Article 22 G R MODIFICATIONS

22. All other G Rs of the MSA apply as written except for the following that are modified:
- 22.1 Servicing - see Article 23
- 22.2 Competitors will be deemed over the time limit (OTL), if they are more than 15 min. 59 secs past their due time.
- 22.3 Competitors must reduce all lateness at rest halts.

- 22.4 To qualify as a finisher a competitor must supply a completed Damage Declaration form at the finish with his final Time Card – see Article 29.
- 22.5 In the event of a withdrawal of entry on or after 17th April 2015, refund of entry fee is dependent on the place being filled by a reserve; at other times, at the discretion of the Organisers.
- 22.6 In all cases an administration fee of £20.00 will be made.

Article 23 ORGANISED ASSISTANCE (SERVICE)

Competitors and their service crews are advised to read the following revised supplementary regulation VERY CAREFULLY so the organisers can plan the SERVICE AREA LAYOUT fairly for all competitors and marshals: -

- 23.1 All applications for Service Plates and space must be made on the official entry form at the time of submission of the entry, with details of the make, model and dimensions of the service vehicle/s, tow vehicles, motorhomes or caravans each crew wishes to have together, and whether you will be servicing with another team, so the organisers can plan the space you require in the service area layout.
- 23.2 Please make sure you include all vehicles you wish to bring as, due to pressure on space and to be fair to other crews who have applied for the correct number of passes and space, no vehicles not listed can be brought into the Service Area and must be parked in the public parking area outside the Service Area.**
- 23.3 Service plates, displaying the number of the competitor to which they relate, may be used on any vehicle.
- 23.4 These plates must be firmly affixed to the outside of the vehicle to which they relate at all times during the event. Failure to comply will attract penalties - Article 20 and this is your warning.**
- 23.5 There will be one central service area on the event.
- 23.6 Up to FOUR plates will be issued free with every entry. Further plates can be ordered on the Entry Form.
- 23.6 To prevent damage to the service areas, all servicing must be done on a suitable groundsheet or sheets and all debris removed by the Service Crew. Penalty is 15 minutes for the first offence and exclusion for the second - see Article 20
- 23.7 Service packs will be issued from the Rally Office on Friday 20th May 2016 between 15:00 and 19:00 or on Saturday 21st May 2016 between 06:30 and 07.15hrs.
- 23.8 The Organisers reserve the right to refuse any application and to restrict the distribution of Service plates.
- 23.9 Any Service vehicles whose occupants, by their actions, disregard or do not comply with an instruction of an official of the Rally, are in breach of the Road Traffic Act, or by their actions bring the event, the Organisers, the MSA, or the sport into disrepute, will have their rally credentials and passes removed and will lose the right to any Rally facilities. Any vehicle/crew so penalised will not be substituted.
- 23.10 All debris and waste must be contained and removed from site by the competitor. Failure to comply will be penalised.

Article 24 PACE NOTES

- 24.1 Except in the case of those living or working on the stages, practice, reconnaissance or the use of Pace Notes is not permitted.
- 24.2 Information may be transferred to the authorised maps from the Road Book or the official bulletins and can be indicated, but no other source of route information may be used to mark maps or be carried inside the vehicles during competition.
- 24.3 Penalty for infringement is exclusion see Article 20

Article 25 OUT OF BOUNDS

- 25.1 Any competitor involuntarily leaving the defined route will be deemed out of bounds if more than 200 Metres from the defined route of any Special Stage.
- 25.2 Competitors deemed to have deliberately departed from the defined route will be penalised under Article 20. This is your warning!

Article 26 FINAL INSTRUCTIONS

Final Instructions will be sent to competitors by e-mail on 12th May 2016.

Article 27 INDEMNITY *Please read revised wording carefully*

- 27.1 The organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event.
- 27.2 The organisers also decline any liability for breach of the laws and regulations of the UK as covered by the itinerary.
- 27.3 Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the promoters particulars of any incident from which liability may arise and shall have no claim against the organisers arising out of any action of the organisers, their servants or officials, during the course of the Rally.

27.4 Entrants and competitors will be required to sign the following declaration: -

I declare that:-

- 1 I have been given an opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit and competent to take part in the event. I understand that motorsport is dangerous and accidents causing death, injury, disability and property damage can and do happen. I understand that these risks may give rise to my suffering personal injury or other loss and I acknowledge and accept these risks.
2. To the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.
3. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.
4. I understand that should I at the time of any event in this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to the Royal Automobile Club Motor Sports Association Ltd which has, following such declaration, issued a licence which permits me to do so.
5. Any application form for a licence which was signed by a person under the age of 18 years was countersigned by that person's parent/legal guardian/guarantor, whose full names and addresses have been given.
6. If I am the Parent/Guardian/Guarantor of the driver/co-driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued 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 those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, Appendix 1.

Note: Where the Parent/Guardian/Guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the Parent/Guardian/Guarantor as appropriate.

7. I hereby agree to abide by the MSA Child Protection Policy and Guidelines and the National Sporting Code of Conduct.
8. I undertake that at the time of the event to which this entry relates I shall have passed or am exempt from an ASN specified medical examination within the specified period. (H10.1.6)
9. I have read and fully understood the Procedure for Control of Drugs and Alcohol as contained in the Competitors' and Officials' Yearbook Regulations H39, D35.1, G15.1.4 and have also familiarised myself with the information on the websites referred to (www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti Doping Rules which have been adopted by the MSA. Further, if I am counter-signing as the Parent/Guardian/Guarantor of a minor then in addition to the deemed consent to the testing of that minor (Art 5.6.2) I hereby confirm that I give such consent for the minor concerned to be so tested.

Indemnity: In consideration of the acceptance of this entry I agree that neither any one of or any combination of the MSA and its associated clubs, the organisers, the land owners or other occupiers, the promoters and their respective officers, servants, representatives and agents ("the Parties") shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the event. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this event.

Article 28 INTERPRETATION OF REGULATIONS

- 28.1 It is not the duty of any marshals to interpret regulations or any other written instruction to the competitor or to explain the meaning and/or effect thereof.
- 28.2 It is the responsibility of the competitor to read and understand the regulations and any other written instruction.

Article 29 DAMAGE DECLARATION

- 29.1 Competitors will be required to complete and sign a report declaring that they have not been involved in any accident resulting in damage to private property or injury to persons or animals or alternatively giving details of such incident where damage or injury has occurred.
- 29.2 Any information given will not incur a penalty but failure to hand in a duly completed form with their final time card will be penalised by exclusion.
- 29.3 Competitors who do not report at the finish are required to hand the report to the Course Closing Car crew or the Start or Finish officials at the Special Stage on which they retire or to Rally HQ.
- 29.4 Competitors who fail to comply will be reported to the MSA.

Article 30 JUDGES OF FACT

- 30.1 All officials and marshals shall be deemed Judges of Fact in respect of adherence to the general rules and regulations of the event, and the general rules and regulations of the MSA (incorporating the International Sporting Code of the FIA).
- 30.2 Judges of Fact appointed by the organisers will be on duty throughout the Rally to observe and report upon any competitor making excessive noise, breaches of driving standards or to be in contravention of the Service Regulations.
- 30.3 These Judges of Fact are empowered to report to the Clerk of the Course for Penalties to be applied.

- 30.4 The start officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start.
- 30.5 Judges of Fact will report all incidents to the Clerk of the Course who will apply the appropriate penalty.
- 30.6 The Clerk of the Course will have the sole responsibility for exclusion.
- 30.7 Video cameras may be established at various points around the course to ensure compliance with course requirements and the Clerk of the Course in administering penalties may use taped evidence.

Article 31	SOS & OK SIGNS – Please read this regulation very carefully for your own safety.
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- 31.1 Competitors must carry an A4 size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm) with means to secure them on display for oncoming Competitors. P49.8
- 31.2 In the case of an accident where urgent medical attention is required, the red SOS sign should be displayed as quickly as possible to alert following cars and aid any helicopter attempting to assist. P49.8.1
- 31.3 Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance. P49.8.2
- 31.4 All following cars must also stop and the second car arriving at the scene must inform the next radio point. P49.8.3
- 31.5 Subsequent cars shall leave a clear route for emergency vehicles. P49.8.4
- 31.6 The Clerk of the Course may award a discretionary time to any competitor delayed in such circumstances. P49.8.5
- 31.7 Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties. P49.8.6
- 31.8 In the case of an accident where medical intervention is not required, the OK sign must be clearly shown to following vehicles, and to any helicopter attempting to assist. P49.8.7
- 31.9 If the crew leave the vehicle, the OK sign must be left clearly visible to other Competitors. P49.8.8
- 31.10 Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. P49.8.9
- 31.11 Competitors who misuse the SOS or OK signs will be penalised and may be reported to the MSA for further action. P49.8.10
- 31.12 Any crew retiring from an event must report to the Organisers as soon as possible, except in cases of force majeure. P.49.9

Article 32	INSURANCE
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- 32.1 The driver is required to supply the name and address of his insurers on the entry form. Competitors must have insurance in place which provides Third Party Liability cover which complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers.
- 32.2 If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.
- 32.3 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.
- 32.4 The basic rate for the event before any loadings will be **£13.00 (UK Sterling)**. All applicants wishing to use the scheme must be able to comply with all points of the **Jelf Insurance Partnership's Declaration**: -
 1. I do not have the Third Party Road Section extension on my current Motor Insurance.
 2. I am aged 20 or over.
 3. I have had no more than 1 fault claim in the last three years
 4. I have no more than maximum of 6 conviction points on my UK driving licence
 5. I have the appropriate competition licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
 6. I have no physical or mental disabilities
 7. 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.

- | | |
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| 32.5 | 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 either Wendy Tomley or Jelf Insurance Partnership at the address |
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below) which should be forwarded direct to **Jelf Insurance Partnership at least three working days 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
Jaz Bareham Tel + 44 (0) 1482 213215 Fax + 44 (0) 1482 213216
Email info@jelfmotorsport.com

Article 33 ACCOMMODATION

Information on accommodation in the local area is available from the following website:-

www.visitmidwales.co.uk The Station, Heol Maengwyn, Machynlleth, Powys SY20 8TG **01654 702 653**

Article 34 ADDITIONAL INFORMATION

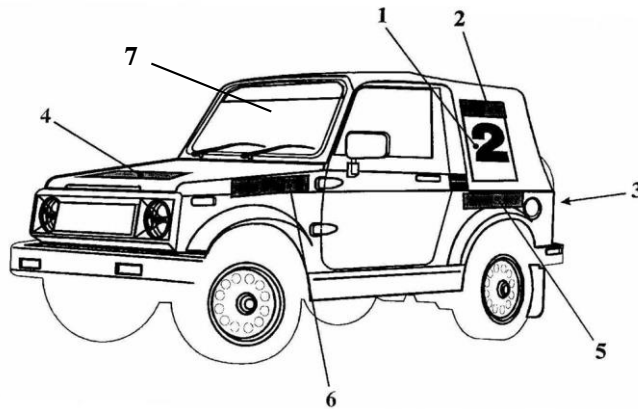
- 34.1 Amendments to the Regulations - Supplements. The provisions of the present regulations may only be amended by dated and numbered information bulletins, which will be an integral part of the present regulations.
- 34.2 These bulletins will be posted at Rally Headquarters on the official notice board and will be directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the event.
- 34.3 The full crew must be on board the vehicle throughout the entire duration of the event, with the exception of the cases provided for in the present regulations. If one member retires, or if a third party is admitted on board (except if this is to transport an injured person) the vehicle shall be excluded from the event.
- 34.4 The Rally plates must be fixed to the front and rear of the vehicles in a visible position for the duration of the Rally. The front plate must under no circumstances cover, even partially, the car's licence plate. Such an infringement will result in a penalty.
- 34.5 The Rally Headquarters will be at Sweet Lamb Motorsport Complex, Pantmawr, Llanidloes, Powys SY18 6SY.
- 34.6 The Service vehicles may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and remain the sole responsibility of the owner.
- 34.7 Competitors should always drive and conduct themselves in a manner, which shall not discredit the event or arouse adverse public opinion.
- 34.8 Failure to do so, or any instance of a competitor driving at an excessive speed or in a negligent manner, or failure to comply with national or local traffic Regulations or being accused of any driving offence committed during the event, or committing any breach of these regulations will be penalised.
- 34.9 Competitors are required to inform the Organisers at the earliest opportunity of any alleged offence or alleged contravention, which is likely to be the subject of a police report.
- 34.10 No vehicle will be allowed to enter a Special Stage to carry out service until the Stage has been declared closed by the Stage Commander, and then only under his direct supervision.
- 34.11 Similarly, crews are forbidden, under pain of exclusion, to deliberately block the passage of competing vehicles, or to prevent them from overtaking, or to behave in an unsporting manner.
- 34.12 The use of aircraft (fixed wing or otherwise) for servicing is prohibited throughout the Rally.
- 34.13 REFRESHMENTS will be available at Rally Head Quarters throughout the event from CLASSIC CATERING. See website for more details.**
- 34.14 The official time of the Rally will be that published by the BBC.
- 34.15 By the very act of signing the entry form, the entrant, as well as all the crew members, submit themselves to the sporting jurisdiction specified in the International Sporting Code and the prescriptions of the present regulations.
- 34.16 Radio equipment used by competitors on the event may well be checked by the Radio Communications Agency.

Article 35 ADVERTISING

Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- 35.1 it is authorised by the national laws and the MSA regulations.
- 35.2 it is not likely to give offence.
- 35.3 it does not encroach upon the spaces reserved for plates and competition numbers.
- 35.4 it does not interfere with the crew's vision through the windows.
- 35.5 no car can carrying tobacco advertising.
- 35.6 The Organisers own the Television Broadcast, Commercial Still Photography, Film and Video rights to all aspects of the Welsh Hillrally 2016.
- 35.7 Only those companies and individuals who have made written application 14 days prior to the event and have been authorised in writing by the Organisers prior to the event are permitted to undertake any of the above.
- 35.8 The Organisers will take any measures necessary to protect their rights in respect of the above.

Advertising proposed by the Organisers is as follows:



1. Competition Number on White Background.
2. Event Sponsors/Organisers Plate (Supplied by Organisers)
3. Rally Plate (Rear) (Supplied by Organisers)
4. Rally Plate (Front) (Supplied by Organisers)
- 5/6. Organisers Advertising (Supplied by Organisers)
7. Event Sponsor's Plate (Supplied by Organisers. If, however, vision is impaired, the strip shall be fixed on the roof or other acceptable prominent position. **No other windscreen stickers will be allowed.**)

Rally plates and Organisers' and Sponsors' decals will be applied at the Pre-scrutineering Control.

Article 36	FUEL
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Only pump fuel defined in section B Appendix 1 Tables on page 64 of the MSA Yearbook 2015 is to be used.

Article 37	FOREIGN COMPETITORS IN THIS COUNTRY
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The **NHS** has financial restrictions on treating some foreigners following an accident. Unless the country of origin has an agreement with the UK, foreign competitors are strongly recommended to take out medical insurance before competing in events within the UK.

Article 38	ACKNOWLEDGEMENTS
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38.1 The **Official Photographer** will be: - TBA E-mail [____] Tel (H) [____] (M) [____]

38.2 The **Official video company** is **Special Stage Rally Review – Wayne Goldring**. – mcvideo@hotmail.co.uk
(m) 07716 236 730]

38.2 The **Official Clothing** is available from: - **Constructiv Clothing Ltd.**, Unit 50, Mochdre Industrial Estate, Newtown, Powys SY16 LE 01686 610 890 visit website www.constructiv.co.uk **WELSH HILLRALLY CLUB SHOP** to order **YOUR** Team clothing! Names or initials can be added at £2.40 per 10 letters.
Polo Shirt £15:00; Sweatshirt £16:50 Hoodie £24.00; Fleece £25:20; Bodywarmer £25.20; T Shirt £12:00; Cap £9.00; Rally bag £ 15:00

NB Please order before 02 May be sure of delivery to your home address prior to the event.

38.3 The Organisers wish to thank: -

The **Landowners** without whose kind co-operation this event could not take place including Jon Bennett-Evans & Family, Sweet Lamb.
Glyn Fletcher, NRW Coed-gororau, &
Haydn Ellis, NRW Coed-y-mynydd

And:

Ian Davis & Simon Fowler of the MSA,
PC Stephen Cross, Dyfed Powys Police, Newtown
Andrew Thomson, MSA RLO
Kevin Witton, MSA FLO

Our Stage Sponsors:- **Drew Bowler, Jon Aston of Voxcloud & Paul Williamson of Tomcat Motorsport**
All class and award sponsors

And the following for their help and co-operation in running the Welsh Hillrally 2016

Robert Hughes of RallyMoto Ltd

All Motor clubs, individuals involved in building and dismantling the stages, marshalling and providing radio cover;

All Stage Commanders; All Doctors, Paramedics, Rescue and Recovery units;