



RALI BRO CADER

June 20th 2010

Supported by



**Organised by Harlech & District
Motor Club Ltd**

FOREWORD

Welcome to the 2010 Byw Bywyd (Porthmadog) Rali Bro Cader.

We would like to thank our sponsors, Byw Bywyd, Porthmadog for their continuing support again this year and also CES Porthmadog for sponsoring the tests.

This year's route will be approximately 100 miles consisting of special tests and a regularity section. The event will run during daytime.

As with all road rallies we need numerous marshals to ensure a good event for you, the competitor, and to this end we ask each competing crew to supply a marshalling team.

We look forward to receiving your entry.

The Organising team

ACKNOWLEDGEMENTS

We would like to thank the following without whom the running of the event would be extremely difficult, if not impossible.

Byw Bywyd Porthmadog
CES UK Porthmadog
Clwb Rygbi Blaenau Ffestiniog
North Wales Police
Gwynedd County Council
FUW and NFU
Rally Authorisation Dept. MSA
John Davies, RLO North Wales
Marshals and everyone involved in the event
All residents along the route
You, the Competitors

PAST WINNERS

2008	Arwel Hughes Jones	&	Huw Manion
2009	Steven John Williams	&	Gwawr Hughes

We wish you all an enjoyable day's motorsport and should you be unable to compete, we would welcome your assistance with marshalling.

SUPPLEMENTARY REGULATIONS

1. Announcement

The Harlech & District Motor Club Ltd. will promote a Clubman's Permit Road Rally on June 20th 2010 to be called the Byw Bywyd (Porthmadog) Rali Bro Cader.

2. Jurisdiction

The meeting will be governed by the General Regulations of the MSA UK incorporating the provisions of the International Sporting Code of FIA and any written instruction the Promoting Club may issue for the event.

3. Authorisation

MSA PERMIT No: 59076

D.o.E. Authorisation: Will be displayed at Signing-On.

4. Eligibility

The event is open to all fully elected members of the promoting club.

5. Start and Finish

The event will Start and Finish at the Rugby Club, Blaenau Ffestiniog. The total mileage is approx. 100 miles on O.S. Maps 124 and 115 (1:50,000 Landranger Series latest edition). **Copies will be provided.**

Cars will start at one minute intervals and the first car will start at approx. 11.30hrs. on Sunday 20th of June and will finish at approx. 18.00 hrs. Sufficient fuel should be carried to travel for approx. 100 miles.

Entrants will be supplied with a Rally Pack at Signing-On upon production of a satisfactorily completed process card, complete with the Chief Marshal signature as proof of a "signed-on" marshalling crew.

Remember NO MARSHAL = NO START.

Cars will be identified by two rally plates supplied by the organisers. These must be affixed to the N/S window and the rear of the competing car, as per R. 6.11. They must be removed upon completion of the event or upon retirement. It is the competitors' responsibility to ensure that the plates are legible throughout the event.

Route information will be defined by six-figure map references.

Other route information may be given at various controls en-route and by any other system the organisers deem necessary. This information will enable competitors to comply with R.10 1-3, R.11.1-2., and R.14.1. All the organisers' times and mileages shall be deemed to be correct, having been established according to R.6.2.

All signs erected by the organisers are mandatory and will draw attention to Quiet Zones, No Go Roads, Cares etc.

Due to spectator related P.R. problems any competitor found to be divulging route information to non-competitors will be excluded.

6. Classes

a. Experts

Any crew member having finished from 1st to 10th on a National B, Clubmans /Closed to Club Road Rally (except for Novice Event) or higher status rally

b. Semi-Experts

Crews not classified as Experts or Novices

c. Novices

Neither crew member having won an award on a Road Rally, excluding 12 car Rallies or team awards

All cars MUST be run on 'Pump Fuel' as defined in Section B of the 2010 MSA UK Yearbook

7. Entries

The entry list opens on publication of these regulations. All entries will be considered on a first come, first served basis. The entry list closes on the 14th June 2010, but exceptionally, if vacancies are still available, entries will be accepted up to 19.00hrs. on the 17th of June 2010. The entry fee for all classes is £60.00 to include 2 Evening Meals. All entries must be made on the official entry form and accompanied by the appropriate fee. The Entries Secretary, to whom all entries must be sent, **(by POST ONLY)** is:

Wenna Roberts
Llawenan
Rhiw
Pwllheli,
Gwynedd.
LL53 8AN
Tel: 07887 803387

The Organisers reserve the right to refuse an entry at their discretion without stating a reason. Any payment on the night must be made in cash or with a cheque supported by a valid cheque guarantee card up to the value of the card. Cheques without a card will not be accepted and the consequences of failing to adhere to this procedure will lie with the competitor.

The maximum entry for the meeting is 45. The minimum is 25. The minimum for each class is 5. Should any of the minimum figures not be reached the organisers reserve the right to either cancel the meeting or amalgamate classes as necessary.

An entry accompanied by a post-dated cheque will be deemed not to have been received until the date of the cheque.

Any entry containing false or incorrect statements shall be null and void, and the entrant deemed to be guilty of a breach of the General Competition Rules of the MSA UK. The entry fee may be forfeited in accordance with D.19. The organisers may conduct random checks to verify information contained on the entry form.

It is a condition of entry that competitors MUST provide marshals to cover at least one control. Their details must be given on the entry form and they must also sign on with the crew, failure to provide marshals will result in the Exclusion of that crew and no refund of the entry fee will be made. Therefore bear in mind - NO MARSHAL = NO START.

Cancelled Entries - Must be in writing, no verbal cancellations will be accepted

- Will be taken in order of receipt, by reference to postmark.
- Refunds will only be made at the organisers' discretion.
- Will be charged £25 to cover administration costs.

Any entry cancelled after 72hours prior to the event will not be eligible for a refund except under exceptional circumstances.

8. Final Instructions

Final Instructions will be sent by first class mail to the navigator during the week prior to the event unless requested otherwise at the time of entry.

9. Officials

Clerks of the Course:	Chris Evans & Dafydd Evans
Assistant Clerks of the Course:	Barry Griffith & Endaf Wilson
Secretary of the Meeting:	Nia Hughes
Stewards of the Meeting:	Aled Pennant & Dylan Humphreys
Driving Standards Observers	E Wilson, B. Griffiths
Noise Judge:	Ian Williams
Chief Marshals:	Robin Williams & Wenna Roberts
Chief Timekeeper:	Paul Cross/ Brian Snape
Chief Scrutineers:	Ron Roberts, Gary Miles
Results Team:	Alan Jones (Brotherhood)
Safety Officers:	Wenna Roberts & Shaun Bee
Radio Co-ordinator:	Arthur Jones

All named officials are deemed to be Judges of Fact.

10. Awards

First Overall	2 trophies
First Crew in each Class	2 trophies
Second Crew in each Class	2 trophies
Third Crew in each Class	2 trophies
Best under 1400cc	2 trophies
Best Mixed Crew	2 trophies

Further Awards may be announced in the Final Instructions.

A crew may only win one award.

Awards presentation will take place at the finish venue after the results have been declared final.

11. Results

Provisional Results will be published as soon as possible after the arrival of the last car at the finish.

Protests must be made in accordance with C.5. and accompanied by the correct fee. A copy of the Final results will be posted to the nominated person within 14 days.

12. G.C.R. Modifications

All General Regulations of the MSA UK will apply except for the following which are modified:

R.8.1 – R8.5. Secret checks may be established without prior notice, e.g. Give Ways etc. to ensure compliance with the route.

R.15.1. To be classed as a finisher, a competitor must report to and receive signatures at the following:

- a) Two-thirds of all listed controls
- b) All main controls
- c) Damage Control

within their maximum permitted lateness and in the car in which they start the event.

R.12. The event will be timed according to scheduled timing.

R.12.2.7. Maximum permitted lateness for all competitors will be: 30mins 59secs.

R.12.6. Competitors may have to reduce lateness at certain locations en-route.

R.9.1.3 All competitors will be required to stop at all junctions on roads controlled by Give Way signs and other places specified on the route card. A number of such places will be manned by Judges of Fact.

13. Penalties.

Penalties will be assessed on the 'FAIL' system, R.13 (chart), and will be modified as follows:

Not reporting or reporting OTL at a Main Time Control	RETIRED
Not reporting at a Time Control	1 Fail
Not reporting at, or providing proof of visiting a Passage Control, Via or Manned Secret Check	1Fail
Failure to stop at a Stop, Halt, Give Way sign or at A junction specified in the route card R.9.1.3	EXCLUSION
Wrong approach to or Depart from a Time or Passage Control	1 Fail
Passing through a control twice or more	1 Fail / offence
Entering an area designated to be out of bounds	EXCLUSION
Failure to accurately and clearly provide/record any	

Information requested/displayed at a control	10secs per letter/number	<u>OR</u>
If above Control Information Missing Completely		1 Fail
Unauthorised alteration of a Time-Card		EXCLUSION
Using the same piece of road twice on a STANDARD section		1 Fail
Failing to comply with any other instruction on the route-card		1 Fail
Not complying with a reasonable instruction by an Official provided warning is given that a penalty will be applied		1 Fail
Breaking any rule or regulation for which no penalty is specified		1 Fail
Failure to comply with QUIET zone requirements		EXCLUSION
Accepting a time earlier than due time		1 Fail
Reporting at a Time Control after maximum lateness has expired		EXCLUSION

CONTROLS SITED AT THE END OF A NEUTRAL SECTION

- Early Arrival - 1 Fail per minute
- Late Arrival - No penalty other than maximum lateness

CONTROLS SITED AT THE END OF A STANDARD SECTION

- Early Arrival - 1 Fail per minute or part of
- Late Arrival - 1 mark per second (Timed to the second section)
60 marks per minute (Timed to the minute section)

CONTROLS SITED AT ITC OF REGULARITY SECTION

- Early Arrival - 2 seconds per second early
- Late Arrival - 1 second per second late

CONTROL SITED AT END OF REGULARITY SECTION

- Early Arrival - 2 seconds per second early
- Late Arrival - 1 second per second late

Waiting outside the control area of a RITC or RF control but within sight of the marshal within a Regularity Section - 5 minutes

Breach of Technical Regulations concerning the use of lights and Breaching the Construction and Use of Vehicles Regulation`	1 FAIL
<i>Second Offence</i>	EXCLUSION
Excessive Noise, excessive speed or driving likely to bring Motorsport into disrepute. Chart 13 -M.	EXCLUSION
Damage to car, being a tear or indentation exceeding 50mm in depth to the external surface of the bodywork or accessories R.15.1.4 (modified) (See also ASR 14, Scrutineering)	EXCLUSION
Receiving assistance contrary to R.7.2.4 – R.7.2.7	EXCLUSION
Breach of 'No Map Markings' R.9.1.6	EXCLUSION
Breach of R.7.2.3; R.15.1.2; R.5.4	EXCLUSION
Excessive skidding and/or use of "Handbrake" turns on the Public Highway	EXCLUSION
Any attempt to persuade a marshal to record an incorrect time	EXCLUSION

Assessment of performance will be decided firstly by the number of fails, and then by the number of marks gained. Ties will be decided in favour of furthest cleanest and then earliest regain.

The organisers reserve the right to cancel sections from the results if they deem it fairer to do so. 'Force Majeure' notwithstanding. Time Controls at which, in the organisers' opinion, inaccurate times have been given to competitors shall be considered as either Passage Controls or Via Controls.

14. Scrutineering

Noise testing and scrutineering will commence at 08.30hrs and finish at 09.30hrs. Individual times for scrutineering will be notified in the Final Instructions, and any competitor not signed-on by 11.00hrs will be Excluded and his place offered to a reserve entry. All cars will comply with the MSA Tyre and Vehicle Regulations as written in the 2010 MSA UK Year Book.

Scrutineering will be in compliance with the Road Traffic Act, General Regulations R.7.2.3. and Technical Regulations R.18 and Damage as ASR 13. Cars will also be required to undergo a noise test, and if over 86dBa is registered at $\frac{2}{3}$ maximum rpm on the noise meter at 2.0 mtrs.(or equivalent test measurements) R.4.1; R.4.1.6, they will not be permitted to start. Noise checks will also be performed en-route. Crews failing either the noise test or scrutineering will not be permitted to start, and will not be refunded their entry fee.

15. Controls

There will be 9 types of Controls

- (a) Main Time Control
- (b) Time Control
 - (i) Timed to the minute
 - (ii) Timed to the second
- (c) Passage Control
- (d) Via Control
- (e) Secret Check
- (f) Regularity Start Control
- (g) Regularity Interim Control
- (h) Regularity Finish Control

At each Main Time Control and Time Control the marshal will enter the time shown on the clock and sign in the appropriate place on the Time-Card.

Some controls may not be manned, these may be represented by a code board. Competitors must note the letters or symbols displayed on these boards on their Time-Card before proceeding.

All controls except for D.S.O. Secret Checks will be indicated 50 yards ahead of the correct direction of approach by a Control Board. They must be visited in the order specified on the route-card, any control visited out of order will be deemed not to have been visited.

Sections of the route may include "*Not as Map Triangles*" that will have a Control Area of 5 metres. They will be identified in the route-card and be preceded by a Control Board on the correct direction of approach.

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

Controls will open 15 minutes before the due time of the first car, and will close 15 minutes 59 seconds after the last car is due R.11.

Any competitor who causes any form of harassment to a marshal or any other official or who remains in a control area subsequent to an instruction to depart will be reported to the Stewards of the Meeting. The organisers reserve the right to exclude any such competitor if they wish. An altered, amended or countersigned Time-Card will be accepted though if it is countersigned by the marshal at the time of alteration. It is the competitors' responsibility to ensure that the Time-Card is correctly marked. **COMPETITORS WILL BE EXCLUDED FOR DEFACING OR ALTERING A TIME CARD.**

16. Timing

The event will use the Scheduled Timing method. Timing will be to BBC/British Telecom time and by marshals' digital clocks. All crews are advised to carry an accurate digital watch with them on the event.

There will be 4 types of sections:

STANDARD SECTIONS R.10.2

These are sections where a time penalty will be applied for lateness. Before accepting a time from a marshal, check you are not early, if you are you may wait for a later time providing you are not blocking the road.

NEUTRAL SECTIONS R.10.3

These are deemed QUIET sections and are used to take the rally through 'PR' sensitive or densely populated areas. PLEASE RESPECT THEM They are timed to a low average speed and competitors must complete the section in as high a gear as possible, and without the use of auxiliary lights (except as permitted by law when driving in fog).

Competitors must not make up time in these sections and no penalty will be applied for lateness other than for exceeding maximum lateness, Any lateness incurred in these sections will be cumulative towards maximum lateness.

TRANSPORT SECTIONS R.10.5

These sections will be used to take the rally through non-'PR' sensitive and non densely populated areas.

The sections will be run as per the Neutral Sections above.

Competitors will be instructed to reduce lateness en-route. A competitor who wishes may miss a control or controls. He will be penalised according to R.13. for every control missed. If he rejoins the route at a control at the end of a Standard Section he will be permitted to restart without further penalty at any time between his original scheduled time and his maximum permitted lateness. This maximum permitted lateness still being in relation to his original scheduled time. If the rejoining control is at the end of a Neutral Section, he will only be permitted to restart without further penalty at his official corrected time based on the time taken at the last control at which he reported within maximum lateness.

REGULARITY SECTION R 10.4 – R1 0.4.5

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

17. Insurance

LOCKTON MOTOR SPORTS CLUB SCHEME

The Club has applied to Lockton Companies International 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 the R.T.A. requirements of the Road Sections of the Event.

The Basic Rate for the Event (before any Loadings) will be: £20.21

New applicants wishing to use the scheme must be able to comply with all the points of the Lockton Declaration:

- a. Over 21 and held a FULL Licence for at least 6 months
- b. Not more than 1 fault accident in the last 3 years
- c. No more than maximum of 6 speeding points on licence
- d. No physical or mental disabilities
- e. No other material fact

If able to comply will all the points above simply sign on Signing-On Form itself for Insurance – **No Letter of Acceptance will be issued**

If unable to comply with any of the above points complete the Declaration Form itself, and forward to the Club or Lockton prior to the Event to allow sufficient time for a Letter of Acceptance to be issued. **Faxed copies are acceptable.**

18. Damage Declaration

R.15.1.4 is amended to read that damage will be considered to be any tear or indentation exceeding 50mm in depth occurring to any part of the external surfaces of the coachwork or its accessories

Competitors will be required to sign a declaration form at the finish or on retirement, stating that they have not been involved in any incident that may have caused damage to persons or property, or alternatively giving details of such an incident.

This information shall not be subject to any penalty other than no competitor shall qualify as a finisher without signing the declaration. The details will be required for any possible post-rally P.R. work.

Competitors who retire shall be required to submit the form to the Entries Secretary giving location and reason for retirement, R.15.1.2; R.41.3. Any competitor who fails to comply with this requirement within 72 hours of the rally finish shall be reported to the WAMC, ANWCC and MSA UK for further disciplinary action. The same applies should a competitor withhold or provide false information, such a competitor will be excluded retrospectively from the results and forfeit any awards and/or points gained.

Any competitor who as a result of his driving on the event is prosecuted by the Police will be excluded retrospectively from the results and forfeit any awards and/or points gained.

Competitors are reminded that by law any incidents should be reported to the Police.

Competitors will be expected to contribute towards any cost or claims incurred in respect of damage to property. It is a condition of signing the entry form and the MSA UK Signing-On forms at the Start that competitors accept this clause.

19. Marshals

Due to the format of the event a great deal of experienced marshals will be required. If your marshalling crew have a preference as to what they would like to marshal, then please state on your entry form. (This may not always be possible). Marshals are advised to wear Hi-Vis Fluorescent Jackets at controls.

20. Pace Notes

The use of Pace Notes or Map Markings will not be permitted - only markings related to the information provided by the organisers are permitted, together with the highlighting of information already printed on the map as defined by R.9.1.6. Any competitor found to be using, or having other markings on his map will be Excluded, Random checks will be made throughout the event to monitor compliance with this regulation.

21. Practising

Any crew found, ***in the opinion of the organisers***, to be practising around the lanes on Maps 124 or 115 will be reported to the appropriate authorities and entry into this event refused, with NO REFUND of Entry Fee for those already entered. YOU HAVE BEEN WARNED!!!

22. Driving Standards Observer

Competitors' attention is drawn to R.8.1 – R.8.5 and should note that failure to stop when requested by a D.S.O. will incur the penalty of Exclusion. A D.S.O. board en-route may indicate the presence of such an official in that area.

23. Route

The route has been plotted using a Basic Romer (1:50,000)

24. Photographs

The official photographer for the event is:

Duncan Littler Motor Sport Photography



Your local branch

CES Porthmadog

**Stad Ddiwydiannol Penamser
Porthmadog
LL49 9NZ**

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