

RALI **BRO CARON**

Promoted by Lampeter & District Motor Club Ltd.

1st & 2nd of March 2025

Supported by



Supplementary Regulations



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2024 Winners Chris Richmond Hand & Shaun Richards

Qualifying Round of the 2025 Welsh Road Rally Championship

Supported by



Rally Navigation by...

The Basic Roamer Company[©]

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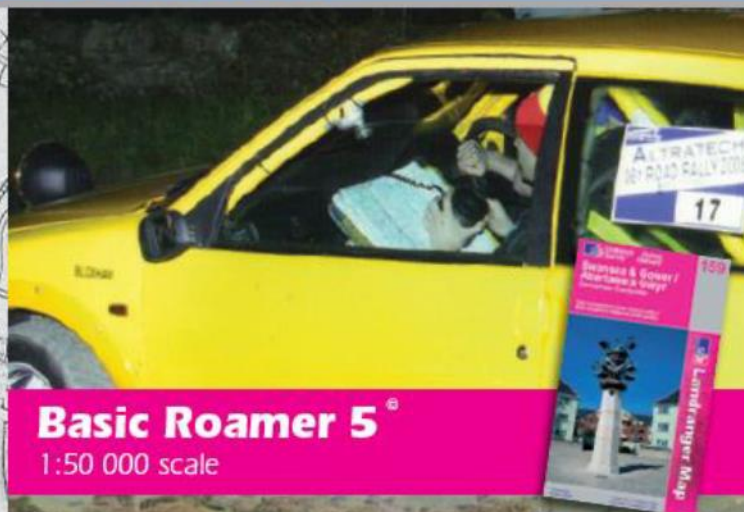
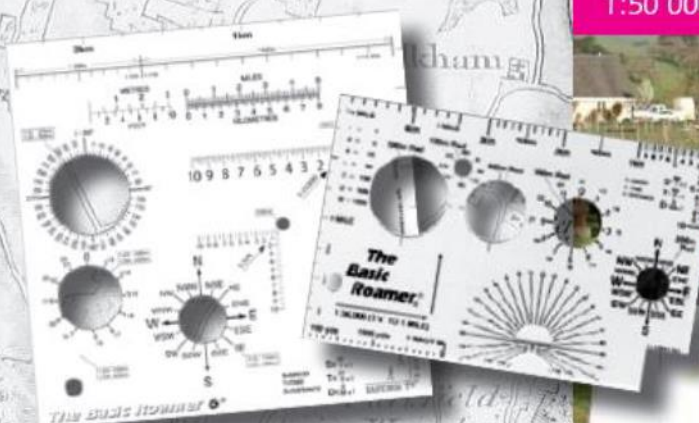
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Hand made in Shropshire, England

FOREWORD

Welcome to the 2025 Rali Bro Caron. We would like to thank **Windy Corner Coaches** for sponsoring the event again this year. We would also like to thank in advance all people in connection with the event, the organising team, all householders and landowners along the route for their continual patience and support. Please take the time to read the full list of acknowledgements on the next page, without their support this event would not take place.

This year the event will start at the Black Lion Hotel and Rookery Car Park and finish at the Rugby Club in Lampeter. We have compiled a route of over 100 miles on metalled and un-metalled roads on map 146.

As organisers, we are proud that the event is the third round of the WAMC Road Rally Championship, and we look forward to welcoming you all to Lampeter on the night, be it as a competitor or marshal.

The Organising Team.

ACKNOWLEDGEMENTS

Windy Corner Coaches
Protyre, Huw Lewis Tyres, Lampeter
Gwili Jones, Lampeter
DD Evans & Sons Lampeter
Black Lion Hotel, Lampeter
Halfway Proprietor
Lampeter Rugby Club.
All residents on the route.
All advertisers and donators of trophies.
All marshals.
Dyfed Powys Police.
Motorsport UK Competition Authorisation Section.
Dorian Evans, RLO.
Dave Powell, Motorsport UK Ltd. Rally Liaison Officer.
Mr. John Surridge, WAMC Road Rally Championship Co-ordinator.
ASportsphoto Media

PREVIOUS WINNERS

1981	Tudor Evans and Arwyn Williams	RS2000
1982	Huw Evans and David Richards	RS2000
1983	Brian Jones and Chris Jones	RS2000
1984	Hywel Davies and Huw Lewis	RS2000
1985	Gareth Richards and Paul Jones	RS2000
1986	Gwyndaf Jenkins and Howell Jones	Sunbeam 2.0
1987	Melvyn Evans and Philip Eales	RS2000
1988	Howard Price and Steve Griffiths	RS2000
1989	Dai Davies and Hayden Williams	RS2000
1991	Brynmor Evans and Gwynfor Jones	RS2000
1992	Alan Gaunt and Philip Eales	Sunbeam 2.0
1993	Tim Owen and Phil Clarke	Escort 1300
1994	Glyn Evans and Phil Clarke	RS2000
1995	Michael Pedley and David Pedley	Avenger 2.1
1996	Richard Lewis and Phil Pugh	Corolla 1.6
1997	Alan Gaunt and Maurice Leach	205 Gti
1998	Alan Gaunt and Maurice Leach	205 Gti
1999	Neil Griffiths and Carl Williamson	RS2000 Mk1
2000	Keith Daniels and John Hands	Nova 1.3
2001	John Thomas and Owen Dodd	RS2000 Mk1
2002	Dennis Quinn and Rob Richardson	RS2000
2003	Gareth Jones and Carl Williamson	RS2000 Mk5
2004	Gareth Jones and Carl Williamson	Corolla 1.6
2005	Gary Davies and Aled Evans	Escort 2.0 Ghia
2006	Gary Davies and Aled Evans	Escort 2.4 L
2007	Gary Davies and Dorian Evans	Escort 2.4 L
2008	Gary Davies and Dorian Evans	Escort 2.4 L
2009	Dylan Davies and Dale Furniss	Escort Mk2
2010	Dylan Davies and Dale Furniss	Escort Mk2
2011	Dylan Davies and Dale Furniss	Escort 2.4 L
2012	Meirion Evans and Iwan Jones	Escort 2.0 L
2013	Kevin Davies and Dorian Evans	Escort MK2
2014	John Davies & Nick Bloxham	Astra
2015	Stefan Davies & Justin Davies	Escort Mk2
2016	John Davies & Aled Richards	Astra
2017	Kevin Davies & Dale Bowen	Escort Mk2
2018	Andy Davies & Michael Gilbey	Impreza
2019	Kevin Davies & Alan James	Escort Mk2
2020	Andy Davies & Michael Gilbey	Impreza
2023	Andy Davies & Michael Gilbey	Impreza
2024	Chris Richmond Hand & Shaun Richards	Escort MK2

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1 ANNOUNCEMENT

Lampeter and District Motor Club Ltd will organise and promote an Interclub Permit Road Rally, the **Rali Bro Caron**, on the 1st & 2nd of March 2025. All competitors will require an RS Interclub Motorsport UK competition licence to participate in this event.

2 JURISDICTION

The meeting will be governed by the National Competition Rules (NCR) of Motorsport UK, incorporating the provisions of the International Sporting Code of the F.I.A., these Supplementary Regulations and any written instructions that the organising club may issue for the event.

3 AUTHORISATION

Motorsport UK Event Number: 29136MA1/2

Motorsport UK Permit Number: 201087

D.O.E. Authorisation Number: **TBA**

4 CHAMPIONSHIPS

The event is a qualifying round of the 2025 WAMC Road Rally Championship, **supported by** [The Basic Roamer Company](#)

WAMC Championship Registration Number: CH2025/RALLY049

5 ELIGIBILITY

The event is open to all members of the organising club and members of clubs affiliated to either the Welsh Association of Motor Clubs or the Association of North Western Car Clubs.

All competitors must produce a valid Motorsport UK Competition Licence and club membership card as appropriate for inspection for Signing On.

Competitors **WILL NOT** be able to apply for an RS Interclub Licence at signing on. Licences can be applied for online on the Motorsport UK Motorsport Management Platform, powered by Sport:80.

Competitors who have already applied for a licence, but are unable to produce it at documentation, **WILL HAVE** to pay a non-refundable fine to MOTORSPORT UK of **£41**, as per [NCR Chapter 6, Appendix 1, Article 12.2](#)

Motorsport UK has a 15 day turnaround target for processing licences, not including weekends or bank holidays.

6 ENTRIES

The entry opens on publication of these Regulations on Sunday 26th January 2025 and will close for seeding at 21:00hrs on Sunday 23rd February 2025

If vacancies are available in the relevant class then entries will be accepted up to 16.00 on Wednesday 26th February (NCR Chapter 3, Appendix 5, Article 10)

The Entry Fee is £135 and does include 2 breakfasts. Entry is via the on-line system provided at <https://www.rallies.info/webentry/2025/brocaron/webentry.php> All entries must be complete, made on the official entry form and must be accompanied by the appropriate entry fee. **Entrants wishing to pay by Cheque should first email the entries secretary to obtain the postal address by return email.** Please make **Cheques** payable to 'RALI BRO CARON' and post to the Entries Secretary. No Cheque entries will be accepted after 15th February. Post-dated cheques are not accepted. Bounced cheques will not be re-presented, and the entry will be refused without discussion.

The maximum entry for the meeting is 90, plus 15 reserves per class. The minimum number of entries will be 60. The maximum number of entries per class is 60, the minimum is 5. Should any of the minimum figures not be reached, the organisers reserve the right to cancel the meeting or amalgamate classes as necessary.

All entries received via the online entry system will receive an automated acknowledgement; this is not confirmation of entry.

Entries will only be accepted when full payment has been received. When we have received payment, you should receive an e-mail confirming your entry. If you pay by cheque it might take up to 14 days for it to clear. If you don't receive a response within 3 days of the expected payment date, please contact the Entries Secretary.

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

The organisers reserve the right to retain 20 places for allocation at their discretion NCR Chapter 3, Appendix 5, Article 4

The organisers shall retain 35 places for registered contenders for the 2025 WAMC Road Rally Championship, until 28 days prior to the event, February 1st 2025. Competitors who choose to indicate on the entry form their intention to register for the WAMC Championship, perhaps to try and safeguard their entry, but who then fail to register for the Championship before the start of the event, will be refused a start, and will forfeit their entry fee. The Championship Co-ordinator, Mr John Surridge, can be contacted on 07831 221 804, 01639 822 049, jpsurridge@gmail.com

The Championship Regulations and Entry form can be downloaded from the [WAMC](#) website.

Any entry containing a false or incorrect statement shall be null and void, and the entrant deemed to be guilty of a breach of the National Competition Rules of Motorsport UK. The entry fee may be forfeited in accordance with NCR Chapter 3, Appendix 5, Article 9. The organisers may conduct random checks to establish the validity of all or some of the information contained on the entry form.

The organisers reserve the right to refuse any entry without giving their reasons in accordance with NCR Chapter 6, Appendix 1, Article 10.3(b).

Cancelled entries must be made in writing or via email to the entry secretary following any telephone discussion. No verbal cancellations will be accepted. Refunds may be made at the organisers' discretion, dependant on the entry being taken by a reserve, but in any event a **£15.00** administration fee may be retained at the organiser's discretion.

The publication of the Final Instructions with Official Entry list attached will constitute the Official Programme of the event. Following publication of the Official Entry list, the organisers may at their discretion permit a change of either Driver or Navigator or Car only. Not more than ONE element of the entry may be changed if it would prevent the participation in the event of a reserve entry from the same class.

Allocation of entries from the reserves list from publication of the Official Entry List, up to the start of Signing on at 17.00 on Saturday 1st March 2025, will be as per the order on the entry list, which is in order of receipt.

After this time allocation of reserves will take place on the hour every hour from the start of signing on, i.e. 18.00, 19.00, 20.00 and 21.00, and priority will be given to reserves that are physically present at the allocated times, have attended and passed Noise Check and Scrutineering, have signed on as Reserve Entries at the relevant desk and have their marshal present and ready to sign on. Allocation of reserves will then be in order of time of signing on, and NOT as per order on the Entry list.

i.e FIRST COME, FIRST SERVED ON THE EVENING.

Any reserve entry who withdraws after being offered a vacant place may be refunded the entry fee at the organisers' discretion, dependant on the place being taken by the next reserve. Reserves will only be offered an entry in a higher class at the organiser's discretion. Any reserve not offered a vacant place will be refunded their entry fee in full.

Any competitor not signed on by 21.00 may be excluded at the organisers' discretion, and their place offered to a reserve entry from the same class.

It is a condition of entry that competitors must provide at least one marshal team who must also sign on. Failure to provide a marshal, or their failure to man their allocated control according to the regulations of the event and other written instructions, for its duration, will result in the exclusion of that crew and no refund of entry fee. Their failure to open their control at the allotted time will also result in that crew being penalised 1 fail.

We strongly advise that marshals do not man controls single-handedly for their own safety and protection.

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

All marshals must wear a "high-vis" jacket which must be supplied by the marshal or their crew. Some will be available at signing-on, but stock may be limited. This **MUST** be worn at all times when manning their control.

Please be aware **NO MARSHAL - NO START - NO REFUND - NO DISCUSSION**

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

Anthea Jones,

Tel: 07443 335 169

Email: ac.jones@btopenworld.com

(Phone will be on between 17:00-21:00, if calling outside of these hours please leave a message)

Receipt of all entry forms will be acknowledged; however confirmation of acceptance of entry will be via email from the web entry system and publication of the entry list on the club's website. The organisers reserve the right to refuse any entry without giving their reasons.

Final Instructions will be available to download from the Lampeter and District Motor Club web site www.ldmc.org.uk during the week prior to the event. No Final Instructions will be sent out via Royal Mail.

7 PHOTOGRAPHY

The rally organisers haven't appointed an official photographer for the event but photographers are more than welcome to contact officials prior to the event for suggested photo points along the route

8 PARENTAL / GUARDIAN LIABILITIES

Parents, Guardians or guarantors of drivers or navigators under the age of 18 years of age are now required to sign on at the start of events to enable their child to participate. By signing on, those parents, guardians or guarantors confirm that they have acquainted themselves with, and agree to be bound by the Motorsport UK National Competition Rules and Motorsport UK regulation NCR Chapter 3, Appendix 4, Article 4. They also agree to accept the consequences and any associated penalties imposed for not adhering to General Regulations. The Motorsport UK National Competition Rules can be found on the Motorsport UK website.

9 MOTORSPORT UK NCR 3.4.4)

'If I am the Parent or Guardian of the 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 Motorsport UK.' As the Parent/Guardian 'I confirm that I have acquainted myself and the minor with Motorsport UK 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 Chapter 1, Appendix 2.

Where the Parent is not present there must be a Guardian who must produce a written and signed authorisation from the Parent/Guardian to act as their representative. A Parental Consent Authorisation form is available to download from the MOTORSPORT UK website, www.Motorsport UKuk.org, in the Forms section.

10 CLASSES

Class 1 Masters

Either member of the crew, having won an Interclub Status or higher road rally in the past 5 years.

Class 2 - Experts

Either member of the crew having finished in the top ten of an Interclub, restricted or higher status event, or the top five of a clubman's rally, in the last 5 years, **on 3 separate occasions**.

Class 3 - Semi Expert

All crews which do not qualify for the Experts class but have won a class award in the past 5 years, **on 3 separate occasions**.

Class 4 - Novice

Crews which do not qualify for any of the classes above.

Please Note:

Competitors eligible for two or more classes must enter the higher class.

Crews may be re-classified at the discretion of the organisers.

Entries accepted without any seeding information will be seeded at the rear of the class entered on a first come first served basis.

NO discussion will be entered into regarding seeding. Penalty: **EXCLUSION**.

Information regarding results from previous events will only be considered by the organising team if they are the events official published results.

11 ROUTE

The event will begin with signing on at the Rookery car park Lampeter (Map 146, 575.5 480) and finish at the Rugby Club in Lampeter (Map 146, 579 487)

Location and times of noise test and scrutineering will be notified in the final instructions.

The total mileage will be approximately 105 miles on metalled and un-metalled roads on Map 146.

Entrants will be supplied with a Rally Pack after the production of a satisfactorily completed Process Card.

The Route Card will be handed out to competitors at MC0, the location and time of which will be notified at signing on. The format of the event will be Pre Plot.

The Route Card will include six figure map references, written instructions, diagrams and other relevant information, which, together with the Rally Pack, will enable competitors to comply with **NCR Chapter 13, Appendix 2, Articles 2.9-2.11, NCR Chapter 13, Appendix 4, Article 2, and NCR Chapter 13, Appendix 5, Article 2..**

All map references will have been plotted using a Basic Roamer, and this will be used in the event of a dispute.

All the organisers times and mileages shall be deemed to be correct, having been established according to

NCR Chapter 13, Appendix 1, Article 8. All organisers' road signs are mandatory e.g. **NO, CARE, QUIET, STOP** etc.

Competitors will start at one-minute intervals.

Two rally plates supplied by the organisers will identify competitors and these must be fixed to the nearside windows and the rear of the vehicle as per **NCR Chapter 13, Appendix 9, Article 5.** These must be removed upon completion of the event or upon retirement - it is the competitor's responsibility to ensure plates are legible throughout the event.

Before, during and after the competition official notices may be displayed. Every competitor shall be deemed to have read such notices and, if applicable, they shall have the force of these regulations.

To avoid spectator problems, ANY competitor found to be divulging route information to non-competitors would be EXCLUDED.

12 OFFICIALS

Stewards	Dafydd Williams	
	Ceri Davies	
	Aled Davies	
Clerk of the Course	Dafydd Evans	07773 589888 dafydd.evans971@yahoo.co.uk
Clerk of the Course/ Secretary of the Event	Cadog Davies	07805 928 851 cadog@live.com
	Anthea Jones	07443 335169 ac.jones@btopenworld.com
Chief Marshals	Owen Rowcliffe	07495 898942
	Dafydd Evans	07773 589888
	Carwyn 'Bol' Jones	07572 054511

Child Protection Officer	Rhydian Thomas	
Chief Scrutineer	Clive Greaves	
Scrutineer(s)	TBA	
	TBA	
	TBA	
Environmental Scrutineer	Rob Duke	07966 049786
Chief Timekeeper	Stephen Price	07891 597287
Results Service	The Brotherhood Rally Results	
WAMC Driving Standards Observer	Nigel Phillips	
D.S.O.'s	T.B.A	

A full list of Driving Standards Observers, Judges of Fact and the facts to be judged will be displayed on the notice board at signing on.

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

13 AWARDS

Crews are eligible for one award only.

The organisers reserve the right to alter, amend or add to the awards list. The overall winner of the rally is exempt from class awards. All perpetual trophies remain the property of Lampeter and District Motor Club, and must be returned on the 11 month after the date of the event, or 1 month prior to the next Rali Bro Caron, whichever comes first. Awards will be presented as follows:

1 st	Overall Driver	Penralltwen Trophy
1 st	Overall Navigator	Dorian Evans Trophy (Free Entry to the 2026 Rali Bro Caron)

Class 1 - Masters

1 st	Class 1 Driver	Dalton's ATV Cup
1 st	Class 1 Navigator	Perris Garage Cup
2 nd	Class Crew	An award to Driver & Navigator
3 rd	Class Crew	An award to Driver & Navigator

Class 2 – Experts

1 st	Class 2 Driver	CP Electrics Cup
1 st	Class 2 Navigator	Brondeifi Garage Cup
2 nd	Class Crew	An award to Driver & Navigator
3 rd	Class Crew	An award to Driver & Navigator

Class 3 – Semi-Experts

1 st	Class 2 Driver	Melvyn Evans Motorsport Cup
1 st	Class 2 Navigator	Nant y Caws Filing Station Cup
2 nd	Class Crew	An award to Driver & Navigator
3 rd	Class Crew	An award to Driver & Navigator

Class 4 – Novices

1 st	Class 2 Driver	Dai Mechanic Cup
1 st	Class 2 Navigator	E & M Motor Factors Cup
2 nd	Class Crew	An award to Driver & Navigator
3 rd	Class Crew	An award to Driver & Navigator

Best-Mixed Crew Driver	Andy Davies Rallying Cup
Best-Mixed Crew Navigator	Wyn Thomas Heating Cup
Best U1400cc Driver	DR Davies Minimix Cup
Best U1400cc Navigator	Ivor Thomas & Son Car Dismantlers Cup
Best LDMC Crew	Gary Jones Motorsport Photography Challenge Trophy

Last Placed Finishers Wooden Spoon Award - Award to Driver & Navigator

14 CONTROLS

There will be 7 types of controls, which will be defined as follows: -

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

At each Main Control and Time Control the marshal will enter the time shown on the control clock and print their name in the appropriate place on the Time Control Card. Whilst at Passage Controls the marshal will print their name on the Passage Control Card in the appropriate place.

We are concerned that the driving standards of some competitors at manned controls may put marshals at risk. If the competing car has headlight main beam and spot lights illuminated, this can increase the risk as it impairs the vision of the marshal.

NCR Chapter 13, Appendix 4, Article 2.10. Any control is considered to extend for 50m around the actual point at which Officials are making their records, unless clearly visible signs are displayed to define a different area.

A DSO may be present at some controls to ensure the following:

- a. Dip lights and extinguish spots at the 50m board.
- b. Reduce speed so that you can stop at the marshal's location without locking wheels
- c. Leave the marshal's location only when the marshal is clear from the car.

Please observe these instructions as they are intended to ensure the safety of marshals. Failure to comply may result in penalties being applied as per NCR Chapter 13, Appendix 2, Article 3.8.

Driving Standards Observers and / or Judges of Fact may be present at some controls to ensure compliance with this requirement. A few, but not all, marshals at certain controls will also be designated as Judges of Fact and Driving Standards Observers.

The penalty for not complying will be exclusion.

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

contrasting background. For ease of transport, some may also be positioned at right angles to the ground, and may read upwards or downwards.

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

A Control Board will indicate ALL controls approximately 50 Metres ahead of the correct direction of approach. However some secret checks manned by either Judges of Fact or Driving Standards Observers (DSOs) might not be preceded by a Control Board.

Where it is safe to do so some controls may have a control area of less than 50 meters.

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

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

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

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

Controls will open 30 minutes before the due time of car 0, and close 30 minutes and 59 seconds after the last car is due - **NCR Chapter 13, Appendix 5, Article 2.1(j).**

A competitor who causes **ANY** form of harassment to a marshal or any other official, before, during or after the event, or who remains in a control area subsequent to an instruction from an official to depart, will be reported to the stewards of the meeting, and thereafter the MOTORSPORT UK. The organisers reserve the right to exclude any such competitor if they so wish.

An altered or amended Time Card or Passage Control Card will only be accepted if the marshal countersigns it at the time of alteration. It is the competitor's responsibility to ensure that their time card or passage control card is clearly and correctly marked

COMPETITORS WILL BE EXCLUDED FOR DEFACING OR ALTERING A MARSHALS ENTRY ON A TIME CARD OR PASSAGE CONTROL CARD.

The event will use the scheduled timing method. Timing will be to BST (BBC Time) and by marshals' digital clocks. All crews are advised to carry an accurate digital watch with them.

NEUTRAL SECTIONS

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

NCR Chapter 13, Appendix 5, Article 10.16 (3/4 rule) may **NOT** be applied on Neutral Sections

Timing at time controls will be when the Time Control card or Passage Control card is presented to the marshal and **NOT** the time of entering the control area, as per **NCR Chapter 13, Appendix 5, Article 10.9.**

TRANSPORT SECTIONS

These sections will transport competitors between other types of section, where the route may not be densely populated or particularly PR sensitive, and will not be timed to an accuracy of less than one minute.

NCR Chapter 13, Appendix 5, Article 10.16 (3/4 rule) may be applied if applicable.

No penalty will be incurred for lateness other than for exceeding maximum lateness.

Any lateness incurred in these sections will be cumulative towards Maximum Lateness

STANDARD SECTIONS

This is a section where a time penalty will be applied for being early or late. Some Standard Sections will be timed to an accuracy of less than one minute as per NCR Chapter 13, Appendix 5, Article 10.19

Timing at the controls will be when the time card is presented to the marshal and **NOT** the time of entering a control area as per NCR Chapter 13, Appendix 5, Article 10.9.

NCR Chapter 13, Appendix 5, Article 10.16 (3/4 rule) may be applied if applicable.

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

Competitors will be instructed to reduce lateness on route.

A competitor who wishes to may miss a control or controls. He will be penalised in accordance with **NCR Chapter 13, Appendix 7, Article 1** for every control missed. If he re-joins the route at a control at the end of a competitive section he will be permitted to restart without further penalty at any time between his original scheduled time and his maximum permitted lateness, this maximum permitted lateness time still being in relation to his original scheduled time. If the re-joining control is at the end of a neutral section, he will only

be permitted to restart without further penalty at his official corrected time taken at the last control at which he reported within maximum lateness.

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

Where a control at the end of a section timed to the second also forms the start of a section timed to the minute, the departure will be taken as the time of arrival but to the preceding whole minute (i.e. the seconds will be ignored) this will be in accordance with **NCR Chapter 13, Appendix 5, Article 10.14.**

16 RESULTS

Assessment of performance will be decided firstly by the number of fails, then time penalties accumulated. Ties will be decided in favour of the furthest cleanest, then, if still not resolved, in favour of the least number of driven wheels, and then in favour of the smallest engine capacity, as per NCR Chapter 13, Appendix 5, Article 11.8.

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

Any competitor who, in the organiser's opinion, causes an obstruction of the route which necessitates the cancellation of a section, whether deliberate or unintentional, shall be liable for a penalty at the organiser's discretion. This penalty may be in the form of time or fails added to their overall total, or in aggravated instances, exclusion from the event.

Should the normal running of a standard section be interrupted or blocked after the passage of one or more competitors for any reason whatsoever, and it proves impossible to allow other competitors to cover the section competitively, the organisers may give to each crew which has not been able to cover the section in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption. If it appears that the slowest time represents a complete anomaly, the next slowest time may be retained (and so on, until the 5th slowest time).

Provisional results will be produced as soon as possible after the event in accordance with NCR Chapter 6, Appendix 1, Article 4. Competitors will be supplied with one Results Query Form. More than one query on the same matter must be treated as Protests. Protests must be made in accordance with NCR Chapter 2, Appendix 9 and accompanied by the appropriate fee of **£70.00** (Appendix 1 Section 13).

Final results will be made available for collection by competitors that request them in hard copy at the finish venue only, and therefore will not be posted individually after the event, as per NCR Chapter 6, Appendix 1, Article 4.

Final Results will be available to download from the Lampeter and District Motor Club website www.ldmc.org.uk within 7 days of the event. No Final Results will be sent out via Royal Mail.

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

NCR Chapter 13, Appendix 2, Article 2.12- Secret Checks may be established without prior notice, e.g. at junctions marked on the route hand-outs as Give Ways etc., to ensure compliance with the route, and time schedule.

NCR Chapter 13, Appendix 1, Article 8.2- Any notice displayed at the start, or on route, bearing the signature of either the Clerk of the Course or the Secretary of the Event shall have the same authority as these SRs. It is the responsibility of the competitor to note any information displayed at the start.

NCR Chapter 13, Appendix 4, Articles 2.5 & 2.6- All competitors will be required to STOP at all junctions approached on roads controlled, by

Give Way signs and at places specified on the Route Card. Judges of Fact will man a number of these locations.

NCR Chapter 13, Appendix 4, Article 2.2 & 2.3- Give Ways will be used to define the route.

NCR Chapter 13, Appendix 5, Article 10.8- Maximum Permitted Lateness for competitors will be as follows:

All classes: 30 minutes and 59 seconds.

NCR Chapter 13, Appendix 5, Article 10.16- Competitors will be required to reduce any lateness accumulated at certain locations en route.

NCR Chapter 13, Appendix 5, Article 10.20-22- certain sections of the route will be timed to an accuracy of less than one minute.

NCR Chapter 13, Appendix 5, Article 11- To be classified as finishers, competitors must report to and receive a signature or record a code within their maximum permitted lateness, and in the car in which they entered and started the event at the following:

All Main Controls

Two thirds of the controls listed on the time and passage cards

Damage Control

All Noise Checks

NCR Chapter 13, Appendix 15, Article 6- Car derived vans are **NOT** be eligible to enter the event.

Performance will be assessed on the Fail System as NCR Chapter 13, Appendix 7, and modified as follows:

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

1 Fail per offence

Wrong approach to or depart from any Time Control, Passage Control, Via Control, Manned Secret Check, Route Check or Give Way check:

1 Fail per offence

Passing through any control twice or more (unless the Route Hand-out instructs you to do so):

1 Fail per offence

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

1 Fail per offence

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

1 Fail per offence

Using the same piece of road twice (unless instructed in the Route Hand-out):

1 Fail per offence

Failure to comply with an instruction on the Route Hand-out:

1 Fail per offence

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

1 Fail per offence

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

1 Fail per offence

Accepting a time earlier than schedule time

1 Fail per minute early

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

1 Fail per minute late

Failure of crews marshal to open their control on time:

1 Fail

As per NCR Chapter 13, Appendix 7 the following offences shall result in DISQUALIFICATION:

Not reporting at or providing proof of visiting a Main Control, within the maximum permitted time – NCR Chapter 13, Appendix 5, Article 6.

Failure to stop at a Stop or Halt Sign, Give Way sign or at any junction specified in the route card –NCR Chapter 13, Appendix 4, Article 2.

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

Unauthorised alteration of a Time Card.

Failure to comply with Quiet Zone requirements.

Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute –NCR Chapter 13, Appendix 1, Article 7–**Chapter 13, Appendix 2, Article 3.8, Chapter 13, Appendix 2, Article 3.10**

Damage to car as defined in please clarify, I believe this is R15.1.2

Receiving assistance contrary to NCR Chapter 13, Appendix 3, Article 12.1(g)

Breach of “No Map Markings” – NCR Chapter 13, Appendix 4, Article 2

Breach of NCR Chapter 13, Appendix 2, Article 2.26, **Chapter 13, Appendix 5, Article 11, Chapter 13, Appendix 15, Article 6.**

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

Using Mobile Phone or any other Radio Transmitting Device, other than in an emergency –NCR Chapter 13, Appendix 3, Article 12.1(c).

CONTROLS SITED AT THE END OF A NEUTRAL SECTION

Early arrival

1 Fail per minute early

Late arrival

No penalty other than maximum lateness

CONTROLS SITED AT THE END OF A TRANSPORT SECTION:

Early Arrival

1 Fail per minute earlier than Scheduled Time (NCR Chapter 13, Appendix 5, Article 10.16 & 10.18 apply on Transport Sections))

Late Arrival

No penalty other than maximum lateness

CONTROLS SITED ON A STANDARD SECTION

Early arrival (Section timed to the second)

2 seconds per second early

Early arrival (Section timed to the minute)

2 minutes per minute early

Late arrival (Section times to the second)

1 second per second late

Late arrival (Section times to the minute)

1 minute per minute late

(NCR Chapter 13, Appendix 5, Article 10.16 may be applied on Standard Sections)

Contravening NCR Chapter 13, Appendix 5, Article 10.18(3/4 Rule)

First offence

1 Fail

Second offence

Disqualification

18 SCRUTINEERING

Scrutineering will be in compliance with the Road Traffic Act, Chapter 7 of the Motorsport UK National Competition Rules and Technical Regulations NCR Chapter 13, Appendix 1, Article 7, **Chapter 13, Appendix 15, Articles 1-6** to include any amended requirements as from 1st January 2017.

Please note that **only** the competing car and the driver and navigator may present the car at both noise and scrutineering.

Cars will be required to undergo a 2.0m noise test and, if over **86dba** is registered at $\frac{2}{3}$ of maximum rpm on the noise meter they will not be permitted to start as per NCR Chapter 13, Appendix 1, Article 7. Noise checks may also be performed on route as per NCR Chapter 13, Appendix 1, Article 7. Crews failing either noise test or scrutineering will not be permitted to start and will not be refunded their entry fee. Crews failing a noise test carried out on route will not be permitted to continue until they are able to pass the noise check, without using any form of temporary silencers.

Close attention will be paid to the following at scrutineering:

Body damage

Engine

For diesel and petrol engines under 1500cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified, other than the replacement of the air filter element as per NCR Chapter 13, Appendix 15, Article 3.

Wheels and Tyres.

Wheel and Tyre dimensions are free, but must fit within the standard, unmodified wheel arch.

Tyres:

All tyres must be 'E' marked.

The cutting of tyres is not permitted.

Meet the statutory tread depth requirement at ALL times.

Must not be fitted with spikes studs, or any other non-skid attachments.

Must be legal for use on the public highway at all times during the event.

Scrutineers may mark tyres at the start of the event for checking later on route.

Competitors should familiarise themselves with the following amendments to the General Regulations effective 01/01/2025:

2. Tyres for All Rallies

2.1 For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction and Use Regulations, in addition to requirements specified in R18.4. (Road Rallies), R19.7. (Historic Road Rallies), R20.1.14 (Endurance Road Rallies), R.48.5 (Stage Rallies) and R49.10 (Historic Stage Rallies), and the following regulations.

2.2. *At all times during an event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.*

2.3 Tyres marked 'For Racing Purposes Only' are prohibited on all Rallies

3. Tyres for Road Rallies.

3.1. *For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following;*

a) Tyres on the current FIA List of Asphalt Eligible Tyres including sizes not homologated are not permitted unless on LIST R.

b) Tyres on List 1B and List 1C are not permitted other than those on LIST R.

c) Tyres marked for "competition use" are not permitted with the exception of tyres on List 6 and 3.2a).

Particular attention will be paid to the following: NCR Chapter 13, Appendix 15, Article 2.5- All major interior trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seat.

Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal as per. NCR Chapter 13, Appendix 15, Article 6.4-5.

Lights.

Must comply with the Road Traffic Act Construction and Use Regulations.

Have no more than four forward facing beams (excluding side lights/indicators).

Spotlights must extinguish on dipped headlamp beam.

Reversing lights must not exceed 24 watts power and have an internal warning indicator if independently operated.

An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 1st January 1947 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm, as per NCR Chapter 13, Appendix 15, Article 5.4.

Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted as per NCR Chapter 13, Appendix 15, Article 5.6

Any forms of spot lamp 'pods' are prohibited.

External marshal / Navigation lights are prohibited.

Indicators must work.

Brake Lights must work.

Side Lights must work.

Number plate lights must work.

Exhaust.

All vehicles must comply with exhaust and silencing regulations and must not be fitted with any temporary parts to help meet the required silencing levels.

Steering Play.

Flexible fuel lines must be secured with steel clips.

Washers and Wipers.

Horn.

Battery must be secured with earth lead coloured yellow and with the positive terminal insulated.

Seats must be secure.

No loose items within the vehicle.

Throttle linkage must be in good order.

A maximum of two spare wheels may be carried and must be securely located.

A Red reflective Warning triangle must be carried.

A first aid kit must be carried

Spill Kits.

A Small Spill Kit complying with NCR Chapter 7, Appendix 2, Article 22.15 must be carried

There will be a bin provided at MC4 for safe disposal of any used Spill Kits.

MOT certificate must be produced.

Vehicle Registration Document must be produced.

If a vehicle is hired or borrowed a letter of consent from the owner must be supplied.

Bodywork and paintwork must be in good serviceable order.

Air filters must be fitted.

No radio transmitting devices are permitted except that in the interests of safety Mobile Phones may be carried, but must remain **SWITCHED OFF** during the event. Any competitor observed using a mobile phone or any other radio-transmitting device between **MC1** and **MC4** will be **EXCLUDED** as per NCR Chapter 13, Appendix 3, Article 12.

Competitors are advised that a method of sealing the engine should be provided in the event of a capacity check or eligibility check being ordered, if they wish to delay this examination to a later date.

19 INSURANCE

Unfortunately, the Motor Club has been unable to secure a blanket cover for the event and therefore all competitors will need to ensure that they have the correct insurance cover for rallying on the public highway in compliance with the road traffic act, and that the Insurance Policy Document is available for inspection at signing on.

Insurance documents will need to be uploaded to the rallies.info system before the event.

20 DAMAGE DECLARATION

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

Where an accident has occurred the organisers must be notified on the day of the event.

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

Any competitor, who, as a result of his driving on the event, is prosecuted by the police, will be excluded retrospectively from the results and forfeit any award gained as per NCR Chapter 3, Appendix 11, Article 1.1(e), **Chapter 6, Appendix 1, Article 6** and Chapter 13, Appendix 3, Article 12.

Competitors are reminded that by law they should report any incidents to the police.

21 PACE NOTES

The use of pace notes or map markings is forbidden. Navigation on the event must only be carried out by the use of competitors own **Ordnance Survey Map No. 146 (1:50 000 Series, latest edition)** only as per **R9.1.5**. Any other form of navigation will be classed as pace notes. Pace notes will be defined as any marking(s) on the map not provided by the organisers as per NCR Chapter 13, Appendix 4, Article 2 Any competitor found in possession of such map markings / pace notes will be **EXCLUDED**. There will be random map checks carried out throughout the course of the event by Judges of Fact.

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

22 DRIVING STANDARDS OBSERVERS AND JUDGES OF FACT

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

Judges of Fact / Driving Standards Observers, these will adjudicate upon NCR Chapter 13, Appendix 2, Article 3 and Chapter 13, Appendix 4, Article 2 in addition to those listed in the event Supplementary Regulations.

23 SERVICE

Service will not be permitted at any time during the duration of the event, except by the crew working on their own car; this also applies at any halt. The penalty for infringement will be DISQUALIFICATION as per NCR Chapter 13, Appendix 3, Article 12.1(d) However, competitors may work unaided, and may borrow tools from the proprietor of a halt, or borrow from fellow competitors only - NOT from spectators and the general public.