

THE SOUTH WEST ENDURANCE RALLY

THE SOUTH WEST ENDURANCE RALLY 2014

Welcome to the sixth South West Endurance Rally, which is scheduled to take place over the week-end of the 8th/9th March 2014.

This year we have Six Events for you to choose from;

1. The Classic South West Endurance Rally covering the complete event of 19 selectifs and a 150 mile night rally.
2. The South West Endurance Championship Rally with the 19 selectifs and a 29 mile night rally.
3. The Day Endurance Rally with 13 selectifs.
4. The South West Targa Rally with 13 selectifs.
5. The Primrose Rally, with 4 tests and a 150 mile night rally.
6. Nightmare Two a 90 mile novice night rally.

So you can choose from a 17 hour event to a 5 hour event or mix and match by competing on event 3 or 4 and add event 5 or 6 for your enjoyment.

If you wish to do the Classic and have a registration with the Sportway Championship your championship points will be awarded for your performance up to the end of the Championship rally. We have taken this on board after some of the competitors' have said they do not like driving on long night rallies, but you will have to do 29 miles at night on the public highway to keep within the spirit of the sport. The same principle will be taken for the ASWMC championship points if you may wish to do the complete event the points will be awarded for your performance from the start of the night leg.

The Targa rally is open to any crew with any cc car which is in road spec; the selectifs are at a lower speed so come along and have some fun in your rally car!

We have changed the name of the ASWMC rally to the Primrose Rally to make it sound more user friendly.

The rally will be based at the Badgers Halt on Dartmoor where the documentation takes place as well as the food halt, breakfast, and prize giving so we look forward to receiving your entry, whether you would be a new competitor to these events, or a friend from previous years.

The Organising Team

*******MARSHALS REQUIRED*******

To make the event a success a large number of marshals will be required.

As service crews are not allowed why not ask your friends to help out.

Anyone who is able to assist is requested to contact Jay Brown (Chief Marshal)

0786 786 0984

SOUTH HAMS MOTOR CLUB LTD
PRESENTS THE 6th
THE CLASSIC SOUTH WEST ENDURANCE RALLY
8th & 9th MARCH 2014

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENT

1.1 South Hams Motor Club Ltd will promote The Classic South West Endurance Rally, a National B status Endurance Road Rally. The event will start from Badgers Halt, Dartmoor.

1.2 WARNING: ALL Motor Sport is potentially dangerous. The rally uses roads and tracks intended to present those taking part with a driving challenge. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their car. The onus is on the competitor to drive carefully and safely at all times. South Hams Motor Club, the organisers and the officials of the event plus their representatives accept no responsibility whatsoever for any accident, loss or injury befalling competitors and do not undertake to provide security, rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form.

2. JURISDICTION

The event will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the F.I.A), these Supplementary Regulations, Official bulletins and any other instructions that the organisers may issue.

3. PERMIT, AUTHORISATION & CHAMPIONSHIPS

3.1 Application has been made for an MSA Permits and for DoE Authorisation. These documents and any other permission will be displayed on the Official notice board at signing-on.

3.2 The event will be a round of the

A: The Sportway Tyres Endurance Road Rally Championship 2014

B: SHMC Club Championship

C: ASWMC Endurance Road Rally Championship 2014

4. ELIGIBILITY

4.1 Competitors

The event is open to members of South Hams Motor Club Ltd., Endurance Rally Association and fully elected member clubs of the ASWMC, ACSMC, WAMC, WERA and registered contenders of the Sportway Tyres Endurance Road Rally Championship 2014. MSA Competition licences are required. A competing crew will consist of a driver and navigator. Both crew members must have completed the Indemnity and signing-on procedures and they must be covered by valid insurance whilst driving on the event.

Competitors competing on the Classic who have a registration with the Sportway Championship your championship points will be awarded for your performance up to the end of the Championship rally. The same principle will be taken for the ASWMC championship points if you may wish to do the complete event the points will be awarded for your performance from the start of the night leg.

4.2 Cars

Cars must comply with the MSA Endurance Road Rally Regulations as published in the MSA 'Blue Book' (R20).

The original specification of the particular model of car must be strictly adhered to and parts from other model variants within the range must not be fitted. Entrants of cars which fail to conform to these Technical Regulations may have their start refused or may be penalised up to Exclusion.

4.3 Tyres

All competitors must use tyres from list 4

5. PROGRAMME

Saturday 8th March 2014

08:00 – 11:00 – Scrutineering – Chuley Road Garage, Ashburton

08:30 – 11:30 – Competitors documentation

12:01 – Start – Badgers Halt, Dartmoor

19:01 – Finish of Leg 1 – Badgers Halt, Dartmoor

21:01 – Start of Leg 2 – Badgers Halt, Dartmoor

Sunday 9th March 2014

05:00 – 1st Car at finish – Badgers Halt, Dartmoor

07:00 – Prize giving breakfast – Badgers Halt, Dartmoor

6. CLASSES

6.1 Entries will be assigned to one of five classes as shown below:

CLASS 1	Expert Crew	Cars 1301 cc to 1400 cc	petrol engine / forced induction diesel
CLASS 2	Expert Crew	Cars 1001 cc to 1300 cc	petrol engine / forced induction diesel
CLASS 3	Expert Crew	Cars upto 1000cc petrol engine / forced induction diesel & Cars upto 2000 cc diesel engine	
CLASS 4	Semi Expert Crew	Cars 1301 cc to 1400 cc	petrol engine / forced induction diesel
CLASS 5	Semi Expert Crew	Cars 1001 cc to 1300 cc	petrol engine / forced induction diesel
CLASS 6	Semi Expert Crew	Cars upto 1000cc petrol engine / forced induction diesel & Cars upto 2000 cc diesel engine	
CLASS 7	Novice Crew	Cars upto 1400cc petrol engine /forced induction diesel & Cars upto 2000 cc diesel engine	

7. ENTRIES

7.1 Entries open on publication and close at midnight Friday 28th February 2014

7.2 The entry fee is £348 for the car and crew of 2, and includes 2 breakfasts at the finish

7.3 Provisional entries may be made with a refundable deposit of £49 per crew, in which case the balance fee must be paid by Friday 28th February 2014
The entry for the event will close at 60 entries, or on the closing date.

If unforeseen circumstances force the cancellation of the event at any time, the organisers reserve the right to retain a proportion of the entry fee to cover administrative costs already incurred. Entries will be accepted by invitation from the organisers who reserve the right to refuse any entry without explanation.

7.4 Details of each crew member must be submitted on a fully completed and signed entry form, or online at www.shmc.co.uk. A crew member or the car may only be changed with the agreement of the organisers. By submitting an entry form the crew undertake to abide by these event regulations and any subsequent Official Bulletins issued by the organisers.

7.5 A list of accepted entries will be maintained on the Club website at www.shmc.co.uk – no other acknowledgements will be sent out.

7.6 Completed entry forms and fees should be sent to:

Tel: 01626 772961
Email: web@shmc.co.uk

Andrew Bulpin
103 Queen Street
Newton Abbot
Devon
TQ12 2BG

8 INSURANCE

It is a competitors' responsibility to arrange and pay for valid insurance covering them against liability for both personal injury to and damage to the property of third parties whilst taking part in the event. Most motor insurance policies do not provide cover for competitive events such as this one. The club have applied to Lockton Ltd. for a blanket certificate of insurance to provide those competitors who need to use the scheme with Third Party cover to meet RTA requirements on the road sections of the event.

The basic rate is expected be £18.00 (before any loadings) and inclusive of tax.

Competitors wishing to avail themselves of this scheme must either have a valid NES letter or sign a declaration at the start stating:-

That I am.....

***over 21 years of age and have held a full licence for at least 6 months and have...
No more than one fault accident in the last 3 years
No convictions other than a maximum of 6 speeding points
No physical or mental disabilities
No other material facts to disclose***

If you cannot sign this declaration or have a valid NES letter with a loading and do not have a letter from Alexander Forbes, you must complete a declaration form fully, at least 14 days prior to the event, so that the secretary can return it to Lockton Ltd. who will issue a letter to you to produce to the secretary of the meeting at signing-on.

9. SUPPLEMENTS TO THE REGULATIONS

The organisers reserve the right to change at any time, by official bulletin or any other official instruction, the provision of these regulations in order to ensure the proper running of the event. Each official bulletin will be numbered, dated and signed by the Clerk of the Course. These may be sent to competitors prior to the event, or be posted on the official notice board at Rally HQ. On the event they may be directly communicated to the competitors at any point that all competitors are required to visit and competitors must sign to acknowledge receipt of the information.

10. APPLICATION OF THE REGULATIONS

10.1 The Clerk of the Course is charged with the application of the Event Regulations during the running of the event. Failure by a competitor to comply with any provision of the regulations will incur penalties as shown in Appendix D. If a specific penalty is not detailed within the regulations, e.g. incorrect, fraudulent or unsporting actions or behaviour, then a penalty from 5 mins up to Exclusion will be applied by the Clerk of the Course who will decide the exact penalty at his sole discretion.

10.2 Any queries or protests concerning the application of these regulations or the running of the event must be made in accordance of article 26.

11. OFFICIALS

The Rally Officials will be:

Rally Director	Roger Gillard	01548 550 529
Clerks of the Course	Kevin Wills	0780 083 9479
	Chris Perry	0797 081 2634
Assistant CoC	Alan Corns / Kim Bannister/Scott Jonas	
MSA Observer	TBA	
Stewards	Philip Turley, Dick Appleton & Richard Endean	
Chief Marshal	Jay Brown	078 678 60984
Assistant Chief Marshals	Pete Layland	0773 158 8558
Chief Timekeeper/Results	Tony Michael	
Chief Scrutineer	Andy Collard	01278 663699
Environmental Scrutineer	Lynne Palmer	
Rally Secretary	Chris Henley	01626 333855
Entry Secretary	Andrew Bulpin	01626 772 961
Competitor Liaison Officers	Dave & Doreen Richards	0780 840 1506
Safety Officer	Karen Wills	
Radio Controller	Dick Pease	0781 310 9444
Clock Instruction	Kim Bannister	
Chief Medical Officer	Andy Gibson	0784 356 9451
Medical Cover	Emergency Response System	0784 356 9451

12. JUDGES OF FACT AND DRIVING STANDARDS

12.1 All named Rally Officials will be deemed to be Judges of fact for the purpose of ensuring compliance by competitors with the provisions of these event regulations and those of the MSA.

12.2 All persons who have signed-on as marshals will be deemed to be Judges of Fact for any regulations relevant to the control point or selectif at which they are officiating.

12.3 Driving Standards Observers will be present on the route to adjudicate on excessive noise, excessive speed, non-compliance with special restrictions e.g. quiet zones, give way junctions, black-spots and driving in a manner likely to bring motor sport into disrepute.

12.4 Penalties from 5 minutes up to Exclusion can be imposed for any of the above infringements, see appendix E.

13. COMPETITOR OBLIGATIONS

13.1 Advance practicing or reconnaissance of any part of the rally route, or the use of pace notes, is strictly prohibited and totally contrary to the spirit of the rally. The penalty is exclusion.

13.2 Only the crew members specified on the entry form are allowed to start and both crew members must remain in the car throughout, except when the car is stationary, at a rest halt or adjacent to a control, see article 16.

13.3 A competing car must not be towed, pushed or transported by another vehicle except to regain or clear the road.

13.4 The competing crew must undertake all their own servicing and repairs see article 23.

13.5 The use of the intercom devices, racing overalls and helmets is not permitted during the event. The **ONLY** exception is open face helmets can be worn on the selectifs.

13.6 Competitors must make every effort to ensure they don't delay other competitors, especially on selectifs. If caught by another competing crew it is obligatory to pull over or stop and let the other car pass. The Clerk of the Course may impose penalties for baulking and any repetition may lead to exclusion from the event. Under no circumstances will any competitor be granted a time allowance for delays beyond his control, whether caused by baulking or any other form of Force Majeure.

13.7 It is essential that competitors inform the organisers of any incident or accident involving any other person, third party or attended to by the police. Any such incident must be reported immediately to the Rally Competitor Liaison Officer at the end of a Leg. A damage declaration form will be given to competitors to be completed and submitted at the final control.

13.8 It is essential that a competitor who retires informs Rally HQ as soon as practicably. This can be done by either informing the next control, course closing car or Rally HQ.

13.9 General advice given by the organisers, whether written or verbal, does not indicate, guarantee or imply compliance with the regulations. Where a competitor requires clarification of eligibility issues this must be obtained from the Chief Scrutineer, whose decision will be final.

13.10 Penalties ranging from 5 minutes to Exclusion can be imposed for any infringements of the above.

14 SCRUTINEERING & DOCUMENTATION

14.1 All crew members must attend pre-event scrutineering with their cars and signing on with the relevant paperwork.

The exact times and location will be advised in an official bulletin.

14.2 There will be a noise check and a mechanical check of the cars. The MSA scrutineers will check that cars conform to the requirements of the Road traffic Act, the MSA regulations and the event regulations.

However, at anytime during the event or after the event has finished further checks may be carried out. Any non-conformity found may be penalised at the discretion of the Clerk of the Course.

14.3 The technical regulations can be found on the ERC website
http://www.endurance-rallying.co.uk/downloads/errc_2014_regulations.pdf

14.4 Any crew who fail to successfully complete any pre-event checks at scrutineering and signing-on will be deemed non-starters and subsequently forfeit their entry and entry fee. Their place may be offered to a reserve entry.

14.5 At signing on membership cards must be produced. Sign the Indemnity form and provide details of their insurance cover for the event.

14.6 Examples of official boards and signs will be on display.

15. IDENTIFICATION

The organisers will provide four numbered rally plates plus two fluorescent numbers to be placed in the top rear side windows. It is the competitors' responsibility to make sure the rally numbers are visible before each selectif. Crew names, including first and surnames should be affixed to the rear side window.

16. STARTING ORDER

Cars will start in number order according to the published entry list. This will be generated by using information supplied on the competitors entry form. Competitors will be invited to indicate 1 of 11 categories on their entry form. Category 1 competitors will start first, and category 11 competitors will start last. Within the categories, the starting order will be the order of entries received.

Cars will start leg two in the order of the provisional results published at the end of leg one. These restart times will be displayed on the official notice board at Rally HQ.

17. ROUTE INSTRUCTION

17.1 The event will take place over 17 hours and cover a total distance of approximately 340 miles. Of these approximately 53 will be competitive miles with approximately 19 off-road competitive sections, using forestry roads and one private drive, and incorporating a 120 mile night rally.

17.2 The organisers times and distances will be deemed correct and not subject to protest.

17.3 Organisers will issue a full colour map book with details of the route to be completed by all competitors between selectifs. This may be transferred on the appropriate OS 1:50,000 Maps or on larger scale road atlases.

17.4 The OS 1:50,000 maps required are; 190, 191, 192, 202

17.5 The tulips diagrams for the selectifs and the map book with other route information will be issued at documentation.

17.6 At documentation crews will be provided with further route instructions giving details of the main and Time Controls, together with a time schedule and detailed instructions of the selectifs.

18 TIMING

18.1 The scheduled timing system will be used.

18.2 Times will be recorded by the organisers clocks set to BBC timing. Competitors can synchronise their watches with rally time which will be displayed at rally HQ.

18.3 Times at Main and Time Controls will be recorded to the previous full minute and times on selectifs to the previous full second.

18.4 The time schedule on public roads will not exceed 30 mph and on selectifs will not exceed 40 mph.

18.5 Competitors will start each Leg at one minute intervals, and each selectif at one minute intervals, except for some selectifs, which will be started at 30 second intervals.

18.6 Competitors delayed at the start of selectifs by the officials may claim a delay allowance if the delay exceeds four minutes. Delay allowance can be carried forward to the first available halt or to the end of a leg. It is the competitors' responsibility to ask for their delay allowance. No retrospective claims can be made or allowed.

18.7 Further clarification of the timing system is given in Appendix B.

19. TIME CARDS

19.1 Each crew will be issued with a set of time cards. These will include the details of all the Main and Time Controls and selectifs and the standard times for arrival at these points. Marshals will record the times on the competitors' Time Cards and also on their own check sheets.

19.2 Competitors are responsible for presenting or collecting these Time cards at the various control points and for ensuring the cards are signed and the times accurately recorded. The time recorded will be the time that the time card is personally presented by a member of the crew.

19.3 Only the rally officials who have made an entry on a Time Card may change it and only then by countersigning the new entry. An entry on a time card that is not legible or appears to have been tampered with may be deemed not to have been made. Any competitor found to have altered their Time Card will be penalised, from 5 mins up to exclusion.

19.4 **PLEASE NOTE:** Any Route checks **NOT written in pen** in the appropriate boxes on the time card **WILL** be penalised as per **C.8 or E (see below)**.

A
B
0
A
R
D

Should be written
on timecard as

already
given

A B 0 A R D

signature

20. CONTROLS

20.1 There will be six types of control points and checks.

Main Controls (MTC)	Timed controls at the start of each leg (Timing will be to the previous full minute)
Time Controls (TC)	Timed controls where competitors are due at specific times (Timing will be to the previous full minute)
Selectif Start Controls (SS)	Timed controls at the start of each selectif (Timing will start on the next full minute)
Selectif finish controls (SF)	Timed controls at the end of each selectif (Timing will be to the previous full second)
Passage Controls (PC)	Untimed controls to check adherence to the correct route and to collect results data.

20.2 Details of the procedures to be adopted at these controls are given in Appendix B.

21. SELECTIFS

21.1 A selectif is a test of driving skill, judgment and speed, held entirely on private land and timed to the second.

21.2 Competitors may attempt a selectif at any time the start control is open.

21.3 For each selectif a Minimum Time will be published, based on completing the course at an average speed of 40 mph, and any competitor recording a shorter time will be given the Minimum Time. Similarly, a maximum time will be published, and any competitor recording a time longer than this will be given the Maximum Time. Otherwise, the actual time taken to the previous full second will be given. Additional penalties will apply if the test is performed incorrectly.

21.4 The maximum penalty for a selectif, including the time taken and any additional penalties incurred, will be the selectif maximum time.

21.5 Should the normal running on the selectif be interrupted or abandoned, the Clerk of the Course may give a notional time to those competitors who were prevented from attempting it competitively.

21.6 A description of each selectif will be issued at signing-on. The route to be followed will be shown diagrammatically, e.g. 'Tulip Diagrams', together with written instructions.

21.7 A description of the selectif procedures is given in Appendix D and the selectif penalties in Appendix E.

22. ROAD SECTIONS

22.1 Road sections will use the public highway and private link roads to selectifs, at an average speed not exceeding 30 mph.

22.2 A competitor found to have traversed a distance greater than 4 miles between two consecutive time controls in less than three-quarters of the time specified by the official time schedule will be penalised. The penalty for breaching this 'three quarter rule' is 30 minutes for the first offence and exclusion for the second offence.

22.3 The penalties to be applied on road sections are given in Appendix D.

23. SERVICING and REPAIRS

23.1 The onus lies with the competitor to be self-sufficient and to repair their own cars.

23.2 Pre-arranged servicing by non-competitors and the use of service crews, service vehicles and chase cars is strictly prohibited at all times during the event. Only the crew, other competitors, local garages, motoring organisations may work on the car. Competitors may only use those fluids, tyres, parts components and tools carried in their own car or supplied to them by other competitors, or purchased from commercial suppliers along the rally route.

23.3 Outside assistance is forbidden. Any competitor reported by a Judge of fact for receiving such assistance other than specified in 23.2 will be EXCLUDED. It is up to the competitors to ensure their behaviour avoids misinterpretation.

24. RESULTS

24.1 Interim classification will be posted on the official notice board at the Rally HQ as soon as possible after the end of each Leg. Provisional results will be posted as soon as possible after the finish of the event. Crews should check their penalties promptly and if necessary use the query procedure outlined in Article 25.

24.2 To be classified as finishers a crew must report at all Time Controls within maximum permitted lateness, having started 75% of selectifs within maximum time. Competitors failing to report to Main Time Controls at the start/finish of a leg within maximum permitted lateness will be deemed to have retired.

24.3 The overall and class awards to be determined by the total of penalties accrued on the road sections and the selectifs plus any other penalties that have been applied. Penalties will be expressed in hours, minutes and seconds. The overall winner will be the crew with the lowest total penalties, the next lowest second overall and so on.

24.4 Ties will be resolved in favour of the crew with the lowest penalty on the first selectif. If this fails to resolve the tie then the penalties for the second, third etc selectifs will be used.

25. QUERIES AND PROTESTS

25.1 Crews should check their penalties promptly and immediately submit any queries on an official query form. Queries relating to penalties incurred on Leg 1 must be submitted to the Competitor Liaison Officer before the closing time of the Control for the start of Leg 2.

25.2 At the finish, after the publication of the interim results a period of 30 minutes will be allowed for queries. Only queries submitted before the end of this period and relating to the penalties incurred for Leg 2 will be considered. After this time results will be declared provisional and only formal protests will be accepted. Should no protests be received within 30 minutes then the results will be declared final.

25.3 Query forms will be available in Rally Packs or from the Competitor Liaison Officer.

25.4 All protests must be lodged in writing and handed to the Competitor Liaison Officer or the Clerk of the Course together with the appropriate fees.

26. AWARDS

26.1 All competitors are invited to the prize giving but those not attending will forfeit their awards, which will not be re-assigned.

26.2 Crews can only win 1 award with the exception of team awards. Crews CAN be nominated in more than 1 team. Additional awards may be announced in an Official Bulletin.

26.3 Overall and Class Awards

Overall Winners	1 st Overall www.audisouthwest.com trophies Plus 2 awards 2 nd Overall www.audisouthwest.com trophies Plus 2 awards
Class Winners	1 st in class (subject to 3 starters in class) 2 awards 2 nd in class (subject to 5 starters in class) 2 awards 3 rd in class (subject to 10 starters in class) 2 awards
Ladies Crew Award (Highest placed lady competitor(s))	2 Awards
Best SHMC Crew	2 Awards
Spirit of the Rally	2 Awards

27. DAMAGE DECLARATION

27.1 A Damage Declaration Form will be included within the Time Cards and competitors must complete and sign this at the finish of the event or on retirement. They will have to state whether they have been involved in an incident which may have caused damage to persons or property. If so, full details of the incident must be given.

27.2 Competitors who retire must, within 72 hours, send their completed Damage Declaration form to the Entries Secretary giving the location and reasons for retirement. The MSA Regulations specify a fine of up to £100 for failure to comply with this requirement.

27.3 Competitors will be expected to contribute towards any costs or claims incurred in respect of damage caused to property. It is a condition of signing the entry form that competitors accept this clause.

28. ADVERTISING

28.1 Competitors are reminded that the MSA regulations for cars taking part in Road Rallies prohibit all commercial advertising, stickers or sign writing.

28.2 Sunvisors which have the name of a recognised motor club or charity will be permitted **IF** agreed by the scrutineer/clerk of the course, and conform with R20.1.13

29. ACCOMODATION

Competitors should make their own arrangements for overnight accommodation.

30. ACKNOWLEDGEMENTS

The Endurance Rally Association
The Endurance Road Rally Championship 2013
Devon and Cornwall Constabulary
Forest Enterprise Ltd
MSA
Mr Bob Challacombe
ASWMC
Tony Michael
All Landowners and residents of the surrounding area for their patients and understanding.

8th / 9th MARCH 2014

As Per above Regulations with the following exceptions:

1.1 South Hams Motor Club Ltd will promote the South West Championship Endurance Rally, a National B status Endurance Road Rally. The event will start from Badgers Halt, Dartmoor.

3.2 The event will be a round of the Sportway Tyres Endurance Road Rally Championship 2014

Saturday 8th March 2014

08:00 – 11:00 – Scrutineering – Chuley Road Garage, Ashburton

08:30 – 11:30 – Competitors documentation

12:01 – Start – Badgers Halt, Dartmoor

21:01 – Night Leg Start – Badgers Halt, Dartmoor

Sunday 9th March 2014

01:00 – First car finish – Bovey Straights Garage, Bovey Tracey

07:00 – Prize giving – Badgers Halt, Dartmoor

7.2 The entry fee is £299 for the car and crew of 2, and includes 2 breakfasts at the finish

7.3 Provisional entries may be made with a refundable deposit of £49 per crew, in which case the balance fee must be paid by Friday 28th February 2014
The entry for the event will close at 40 entries, or on the closing date.

17.1 The event will take place over 13 hours and cover a total distance of approximately 195 miles. Of these approximately 53 will be competitive miles with approximately 19 off-road competitive sections, using forestry roads and one private drive, incorporating a 29 mile night rally.

26.3 Overall Winners 1st Overall Committee trophy Plus 2 awards

Class Winners 1st in class (subject to 3 starters in class) 2 awards
 2nd in class (subject to 5 starters in class) 2 awards

The Day Endurance Rally

8th MARCH 2014

SUPPLEMENTARY REGULATIONS

As Per above Regulations with the following exceptions:

1. ANNOUNCEMENT

1.1 South Hams Motor Club Ltd will promote the Day Endurance Rally, a National B status Endurance Road Rally. The event will start from Badgers Halt, Dartmoor.

5. PROGRAMME

Saturday 8th March 2014

08:00 – 11:00 – Scrutineering – Chuley Road Garage, Ashburton

08:30 – 11:30 – Competitors documentation

12:01 – Start – Badgers Halt, Dartmoor

19:01 – Finish – Badgers Halt, Dartmoor

Sunday 9th March 2014

07:00 – Prize giving – Badgers Halt, Dartmoor

7.2 The entry fee is £249 for the car and crew of 2, and includes 2 breakfasts at the finish

7.3 Provisional entries may be made with a refundable deposit of £49 per crew, in which case the balance fee must be paid by Friday 28th February 2014
The entry for the event will close at 30 entries, or on the closing date.

17.1 The event will take place over 7 hours and cover a total distance of approximately 150 miles. Of these approximately 37 will be competitive miles with approximately 13 off-road competitive sections, using forestry roads and a private drive.

17.4 The OS 1:50,000 maps required are; 190, 191, 202

26.3 Overall Winners 1st Overall South West Sweepers trophy Plus 2 awards

Class Winners 1st in class (subject to 3 starters in class) 2 awards
2nd in class (subject to 5 starters in class) 2 awards

SUPPLEMENTARY REGULATIONS

26.3	Overall Winners	1 st Overall	South West Travel trophy Plus 2 awards
	Class Winners	1 st in class (subject to 3 starters in class)	2 awards
		2 nd in class (subject to 5 starters in class)	2 awards

The Primrose Rally

8th & 9th MARCH 2014

SUPPLEMENTARY REGULATIONS

1. Announcement

South Hams Motor Club will promote The Primrose Rally. A National B status Navigational Road Rally held on the 8th / 9th March 2014

2. Jurisdiction

'Held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.'

3. Permits

MSA permit No: TBA

DoE Authorisation TBA

Permit Number to be displayed on the official notice board.

4. Eligibility

The event is open to the following competitors:

- a.) All fully elected members of the organising club
- b.) Fully elected members of the member clubs of the A.S.W.M.C, A.C.S.M.C/A.S.E.M.C and the W.A.M.C.

This event is open to contenders of the following championships:

- a.) ASWMC Open Navigational Rally Championship
- b.) ASWMC Novice Navigational Rally Championship
- c.) South Hams Motor Club Rally Championship

At signing on competitors must produce a National B or higher licence, club membership card and if appropriate, championship registration card. Drivers must declare their insurance cover for the vehicle.

5. Entries

The entry list opens on publication of these regulations:

The entry fee for the event is **£99**

- Approx 175 miles of Public Highway, incorporating 4 tests of approximately 14 miles
- Two free breakfasts at the Finish Venue

Entries Close at midnight on Friday 28th February 2014

The maximum number of entries will be 40.

Cheques or Bank Transfers must have cleared prior to the event, and cash on the night will be accepted.

Entrants may amend either crew member and/or competing vehicle without any financial penalty. Entries must be made online at www.shmc.co.uk or on the appropriate form; competitors must sign the indemnity and complete insurance details before posting their entry to the entries secretary at the following address with the appropriate fee payable to '**South Hams Motor Club Ltd.**'

Andrew Bulpin
103 Queen Street
Newton Abbot
Devon
TQ12 2BG
Tel: 01626 772961

6. Classes

Class 1- Masters

A Master crew consists of any driver or navigator who has won and/or finished in the top 3 of a Navigational/Road Rally event at a Nat B status

Class 2- Experts

An Expert crew consist of any driver or navigator who have not won but have finished in the top 10 of any Nat B Road Rally

Class 3- Novices

A Novice crew consist of any driver or navigator who is not eligible for the above classes. Also Includes ASWMC Novice Championship Registered Contenders.

7. Officials of the meeting

The Rally Officials will be:

Rally Director	Roger Gillard	01548 550 529
Clerks of the Course	Kevin Wills	0780 083 9479
	Chris Perry	0797 081 2634
Assistant CoC	Alan Corns / Kim Bannister/Scott Jonas	
MSA Observer	TBA	
Stewards	Philip Turley, Dick Appleton & Richard Endean	
Chief Marshal	Jay Brown	078 678 60984
Assistant Chief Marshals	Pete Layland	0773 158 8558
Chief Timekeeper/Results	Tony Michael	
Chief Scrutineer	Andy Collard	01278 663699
Environmental Scrutineer	Lynne Palmer	
Rally Secretary	Chris Henley	01626 333855
Entry Secretary	Andrew Bulpin	01626 772 961
Competitor Liaison Officers	Dave & Doreen Richards	0780 840 1506
Safety Officer	Karen Wills	
Radio Controller	Dick Pease	0781 310 9444
Clock Instruction	Kim Bannister	
Chief Medical Officer	Andy Gibson	0784 356 9451
Medical Cover	Emergency Response System	0784 356 9451

NO PHONE CALLS AFTER 9PM PLEASE

8. Awards

Awards will be presented as follows:

1st Overall Driver Nightmare Trophy* - A perpetual award to be retained for
1st Overall Navigator 11 months + 1 replica each.
*Property of the rally organisers, to be returned after 11 months/1 month prior to the 2015 event OR on request by the Organisers. The overall winner is not eligible for class awards

1st in each class	2 awards
2nd in each class	2 awards subject to 5 starters in each class
3rd in each class	2 awards subject to 10 starters in each class

Maximum in any one class is 30

Minimum is 3. If this number is not met classes may be amalgamated by the Organisers.

9. Vehicle Eligibility

Competitors are required to present:

- a current MOT certificate for the vehicle
- the registration document of the vehicle (V5)
- Current Road Vehicle Excise for the vehicle

4x4 vehicles will be allowed to compete by the organisers.

Although venues will be passable in a standard road car, we would advise tank/sump guards and/or other under body protection for *competitive crews*.

Cars are expected to be able to hold enough fuel to cover 85 miles. No fuel to be carried in vehicles in jerry cans or similar.

Vehicles must comply with all of sections: R4.1 and R18.1 – 18.6 of the current MSA Blue Book (2011). As there is anticipated to be sections off the Public Highway a Small Spill Kit is required to be carried by each competitor (R18.6.5 see also J5.20.13 - page 149)

10. Tyres - Tyres are *free* for competitor's choice. Competitors are reminded that as the events runs on the public highway; the tyres should be legal to do so. This is the competitor's responsibility to be within the Road Traffic Act at all times.

11. Identification

Competitors will be identified by 2x Rally Identification plates, which will be supplied by the organisers. These must be affixed to the rear window of the vehicle and the nearside rear side window

No Racing Numbers or Advertising will be allowed R18.6.1

It is the competitors' responsibility to ensure that all Car Registration and Rally Identification plates are clean and clearly visible at all times.

All identification must be removed at the Finish, on exclusion, or on retirement. R6.1

12. Outline of the event

Scrutineering and Environmental: (17:00 – 19:30)

Location: Chuley Road Garage, Ashburton. Crews will receive a Process Card at Environmental Test, which they must present to Scrutineering and then completed to Documentation.

Documentation: (19:30 – 20:00):

Location: Badgers Halt, Dartmoor.

Crews will be required to present their Completed Process Card, Club Membership Cards, Competition Licence, any relevant Championship Cards and must declare their Insurance Cover for the event.

20:30 Competitors Briefing – All crew members to attend

21:00 First Car leaves Documentation venue (Start times displayed on official notice board)

05:00 Estimated arrival of First car at Finish

Results and Awards:

will be declared and presented as soon as possible after last car finishes.

13. MAPS and Route Instructions:

The event will take place over 8 hours and cover a total distance of approximately 175 miles. Of these approximately 14 miles will be using forest roads on 4 off-road competitive sections.

Entrants will need a copy of:

Ordnance survey Landranger series 1:50,000 Maps 191, 192 & 202

The following Route instructions will be used to define the Correct Route, or NO-GO areas or a Blackspot:

- Tulips diagrams
- Map references
- Spot Heights
- Grid Lines
- Grid Squares
- Map Legends/Icons
- Marked maps

14. Timing and Controls

Timing will be by Marshal's Clocks set to BBC time R12.1

The rally will use Scheduled Timing as per R12.2, R12.2.1

Maximum lateness will be 30 minutes, between any **MAIN** time controls.

Penalties for early or late arrival once incurred will not be further penalised. You will be issued with the standard ("car 0") time for all MTCs at the start of the event. Competitors will be required to make up lateness at Petrol/Rest halts.

The route will include:

- Non-Competitive sections - Neutral (R10.3 – R10.3.2) and Transport sections (R10.5- R10.5.3)
- Competitive sections: Standard - Timed to the Minute (R10.2- R10.2.8)
- Timed Sections on or off the Public Highway: These sections might have Timed controls less than 2 miles apart, and Manned and Unmanned Controls less than 500m apart, but you won't be expected to average more than 30 mph between Consecutive Timed Controls.

15. Types of Control or Check:

Route Check (RC) [R11.3]: An unmanned check to prove a Competitor's adherence to the correct route. Proof of passage will entail the Competitor recording the symbols from a Code Board that must be placed facing oncoming Rally Cars. The Code Board will be not less than 315 sq cm and will show not more than five black numbers or letters (or a combination of both up to a maximum of seven) and be the right way up on a contrasting background. The size of the letters and numbers will be not less than 7.63cm with a minimum of 1.27cm stroke width.

Passage Control (PC) [R11.4]: A manned control established to prove a Competitor's adherence to the correct route. It cannot be located less than 500m from any other manned control. The only requirement for a Competitor is to have the Marshal's signature or stamp recorded. If unmanned will automatically become a Route Check (see above).

Time Control (TC) [R11.5, R11.5.1]: A manned control established to record the time of a Competitor who must come to a stop for the purpose. It can additionally record the direction of approach and departure of the Competitor.

Selectif Start Controls (SS)

Timed controls at the start of each selectif
(Timing will start on the next full minute)

Selectif finish controls (SF)

Timed controls at the end of each selectif
(Timing will be to the previous full second)

Neutral Time Control (NTC) [R10.3] A TC at the end of a Neutral Section which has been used to take competitors through a PR-sensitive area or Densely Populated area. It must be completed by competitors without the use of auxiliary lighting, except as permitted by law in conditions of poor visibility. Competitors will not be timed to an accuracy of under a minute, no time can be made up on the public highway, and no lateness penalty will apply apart from Maximum Lateness. Early Penalty WILL be applied.

Main Time Control [R11.6]: Organisers may designate certain Time Controls [11.5], such as Start Controls and Restart Controls, as Main Time Controls (MTCs). Competitors failing to visit or reporting outside their maximum lateness at MTCs will be considered to have retired. Early or late arrival or departure will be penalised in accordance with R13 Chart 13(e) or (f).

[R11.5.2, R11.5.3] The only other information permitted to be recorded by the Marshal is the authentication of the records held by the Competitor. These records, to be valid, must be signed by the Marshal with the Competitor not being required to make any entry on the Time Card.

Give Way: An untimed manned check/control, at any point of the route, which is to establish Correct Route or Driving standards, stopping at junctions.

- All controls will open 15 minutes before due time of car 1, and will close 30 minutes after the last car is due.
- Competitors will be timed when they pass the control board and any competitors arriving early should wait outside the control area until their allotted minute.
- An example of all Official boards must be on display at documentation for the event. [R11.6.3]
- Marshals will be deemed Judges of fact as to when you entered the control area
- Any Boarded PC or RC must be signed for and the next manned control (not DSO or GW). Failure to comply will be deemed that you have missed the PC/RC and penalised 5 mins
- Early arrival will be penalised - if you think there's a discrepancy between the organisers clock and your timing device then get the marshal to record the exact seconds they say you entered the control somewhere on your timecards. Whatever minute they put on your timecard is the minute you should now work out when you are due at the next control – remember you must never run ahead of your scheduled time during the event.

16 SELECTIFS and Selectif Penalties

16.1 A selectif is a test of driving skill, judgment and speed, held entirely on private land and timed to the second.

16.2 Competitors may attempt a selectif at any time the start control is open.

16.3 For each selectif a Minimum Time will be published, based on completing the course at an average speed of 40 mph, and any competitor recording a shorter time will be given the Minimum Time. Similarly, a maximum time will be published, and any competitor recording a time longer than this will be given the Maximum Time. Otherwise, the actual time taken to the previous full second will be given. Additional penalties will apply if the test is performed incorrectly.

16.4 The maximum penalty for a selectif, including the time taken and any additional penalties incurred, will be the selectif maximum time.

16.5 Should the normal running on the selectif be interrupted or abandoned, the Clerk of the Course may give a notional time to those competitors who were prevented from attempting it competitively.

16.6 A description of each selectif will be issued at signing-on. The route to be followed will be shown diagrammatically, e.g. 'Tulip Diagrams', together with written instructions.

16.7 A description of the selectif procedures is given in Appendix D and the selectif penalties in Appendix E.

17. ROAD SECTION Penalties

Marking and penalties will use the time penalty system as printed in MSA general regulation R13 (see appendix 1, Chart 13 page 313), except as amended below. All penalties will be expressed as follows.

a) Not reporting or reporting OTL at an MTC	Exclusion
b) Not reporting or reporting OTL at any other TC	30 mins
c) Not complying with the route card including visiting a control more than once and including wrong approach or departure from a Time Control	15 mins
d) Not reporting at a Passage Control, Secret Check or providing proof of visiting a Route Check, or wrong approach or departure from a passage control:	5 mins
e) Arrival before Scheduled at a TC	2 minutes per min / 2 seconds per second
f) Arrival after Due Time at a TC	1 minute per min / 1 second per second
g) Arrival before due time at a NTC	30 mins
k) As written	30 mins
l) As written	1st offence 30 mins
	2nd offence Exclusion
m) Excessive Speed/Driving or Actions likely to bring the sport into disrepute	Exclusion
n) Excessive Sound	Exclusion
O-Q) AS WRITTEN	Exclusion

Penalties applied for any breach of the following will be left to the discretion of the Clerk of the Course which may include exclusion.

- p) Breach of 7.2.3, 18.6.4
- q) Breach of 5.4, 15.1.2, 15.1.4, 9.1.3, 9.1.4, 9.1.5, 9.1.6, R8.4.
- r) Failure to follow the instructions of an official
- s) Further breaches of (k)
- t) Breaches of regulations detailed in Section C

No outside assistance is allowed for this event, the penalty is exclusion. You can get assistance from any roadside garage or mechanical business or roadside assistance business i.e. AA, RAC etc

Three quarter rule **WILL NOT APPLY** and competitors will be penalised for early arrival accordingly.

18. Results

- 1) Provisional results will be published as soon as possible.
- 2) Any protest must be lodged in accordance with C5.
- 3) Awards will be presented as soon as possible after Result are finalised.

19. Ties

In the result of a tie between competitors, results shall be decided by:

- 1) Furthest cleanest.
- 2) CC capacity.
- 3) Date of entry received.

20. Judges of Fact

Judges of Fact will be appointed for observance of Black Spots, Give Way Junctions, Driving Standards, and Noise. A list of these officials will be displayed on the official notice board. In addition a Driving Standards Observer may be appointed. (R8.1, R8.3)

21. Insurance

Most motor insurance policies do not provide cover for competitive events such as this one. The Club has applied to Lockton Ltd for a blanket cover note under their 'Road Traffic Acts insurance scheme' This will

provide competitors who need to use the scheme with the third party cover necessary to meet RTA requirements on the road sections of the event. The basic rate for this event (before any loadings) will be £18.00

All new applicants wishing to use the scheme must be able to comply with ALL points of the Lockton's declaration:

- *over 21 years old and held a full license for at least 6 months*
- *Not more than one fault accident in the last 3 years*
- *No more than a maximum of 6 speeding points on license*
- *No physical or mental disabilities*
- *No other material facts to disclose*

If able to comply with all points above simply sign on the signing on form for insurance at the start of the rally. No letter of acceptance will be needed. If unable to comply with any of the above points you will be required to complete the declaration form which should be forwarded to the club or direct to Lockton at least 14 days prior to the event to allow sufficient time for the letter of acceptance to be issued. A surcharge may be made. The form can be downloaded directly from <http://www.lockton.com>

PLEASE NOTE: Any competitor requiring a declaration form should contact the secretary of the meeting/entries secretary IMMEDIATELY. It must be returned at least 14 days before the event.

22. Final Instructions

Final Instructions including details of the Scrutineering and Environmental checks, Entry Lists and Start Times will be sent to competitors during the week prior to the event by e-mail or post to the Navigator unless otherwise requested.

23. ASWMC Navigation Rally Championship Contenders

For ASWMC Navigation Rally Championship contenders who may elect to enter the South West Endurance Rally, Championship points will be awarded by ASWMC based on your performance on the night leg of the event only.

The 43rd Nightmare Two Rally

8th & 9th MARCH 2014

SUPPLEMENTARY REGULATIONS

1. Announcement

South Hams Motor Club will promote The Nightmare Two Rally. A Clubman status Navigational Road Rally held on the 8th / 9th March 2014

4. Eligibility

The event is open to the following competitors:

- a.) All fully elected members of the organising club
- b.) Fully elected members of the member clubs of the A.S.W.M.C, A.C.S.M.C/A.S.E.M.C and the W.A.M.C.

This event is open to contenders of the following championships:

- a.) South Hams Motor Club Rally Championship

NO Competition license is needed, but don't forget your Club Card!

5. Entries

The entry list opens on publication of these regulations:

The entry fee for the event is **£49**

- Approx 90 miles of Public Highway.
- Two free breakfasts at the Finish Venue

Entries Close at midnight on Friday 28th February 2014

The maximum number of entries will be 10.

12. Outline of the event

Scrutineering and Environmental: (17:00 – 19:30)

Location: Chuley Road Garage, Ashburton. Crews will receive a Process Card at Environmental Test, which they must present to Scrutineering and then completed to Documentation.

Documentation: (19:30 – 20:00):

Location: Badgers Halt, Dartmoor.

Crews will be required to present their Completed Process Card, Club Membership Cards, and must declare their Insurance Cover for the event.

20:30 Competitors Briefing – All crew members to attend

Marshal 1 Control on Endurance Rally (22:00 – 00:00)

01:30 First Car leaves start at Bovey Straights Garage

05:00 Estimated arrival of First car at Finish

Results and Awards:

will be declared and presented as soon as possible after last car finishes.

14. MAPS and Route Instructions:

The event will take place over 4 hours and cover a total distance of approximately 90 miles.

Entrants will need a copy of:

Ordnance survey Landranger series 1:50,000 Maps 191 & 202

A.1 The 'Scheduled Time' system will be used.

A.2 'Scheduled Time' is the time of day that a competitor is due at a Main or Time Control.

A.3 'Due Time' is the time of day that a competitor is due at a Main or Time Control inclusive of any lateness.

A.4 'Standard Time' is the time of day that a notional car '0' is due at a Main or Time Control. This 'Standard Time' will be shown on the Time Card.

A.5 During Leg 1 the 'Scheduled Time' for each competitor is calculated by adding the competitor's rally number to the 'Standard Time'. For example, if the 'Standard Time' is 0930 then the 'Scheduled Time' of the car with rally number 6 is 0936. During Leg 2 the 'Scheduled Time' for each competitor is calculated by adding the competitor's running order, as published in that Leg's Restart List, to the 'Standard Time'. For example, if the 'Standard Time' is 0930 then the 'Scheduled Time' of the car listed 6th on the Restart List is 0936. Start times for the night leg will be displayed on the official notice board 30 minutes before the start of the leg.

A.6 Penalties will be applied for reporting at a Main or Time Control before 'Scheduled Time'. This penalty will apply again at subsequent Time Controls when reporting before 'Scheduled Time'.

A.7 Penalties will be applied for reporting at a Main or Time Control after 'Scheduled Time'. This lateness penalty at one Control will not be applied again for being the same amount late at the next Time Control.

A.8 The amount of time behind 'Scheduled Time' is known as 'Penalty Free Lateness' and this can be reduced, in order to return to 'Scheduled Time', by making up time and reporting at a subsequent Control at any time (but not earlier than 'Scheduled Time') or missing out Controls. Competitors are advised to keep to their original 'Scheduled Time' whenever possible, subject to the 'three quarter rule' in Article 22.2.

A.9 At a Main Time Control at the start of a Leg the Maximum Permitted Lateness (MPL) is 15 minutes after 'Scheduled Time'. At other Main Time Controls the MPL is 30 minutes. Reporting before or after 'Scheduled Time' will be penalised 2 minutes and 1 minute per minute respectively.

A.10 At a Main Time Control at the end of a Leg the MPL is 30 minutes after 'Scheduled Time' plus any 'Delay Allowance', see A.13 below. Competitors may report before 'Scheduled Time' without penalty, subject to the 'three quarter rule' in Article 22.2. Reporting after 'Due Time' plus any 'Delay Allowance' will be penalised 1 minute per minute late up to the MPL of 30 minutes.

A.11 Competitors failing to report to a Main Time Control or reporting to a Main Time Control outside the MPL will be deemed to have retired.

A.12 At other Time Controls the MPL is 30 minutes after 'Scheduled Time' plus any 'Delay Allowance'. Reporting before 'Scheduled Time' or after 'Due Time' plus any 'Delay Allowance' will be penalised 20 seconds and 10 seconds per minute respectively up to the MPL of 30 minutes. Competitors failing to report to a Time Control or reporting outside MPL will be penalised 30 minutes.

A.13 A 'Delay Allowance' can be granted by an Official when a competitor is delayed at a Selectif start, see C.10. Such a 'Delay Allowance' can only be used once and whilst competitors are not obliged to use it they are requested to keep to their original 'Scheduled Time' whenever possible. The onus is on the competitor to claim their 'Delay Allowance' and have it recorded on their Time Card. No retrospective claims for 'Delay Allowances' will be allowed.

A.14 Selectif times will be recorded to the previous full second and at Main and Time Controls timing will be to the previous full minute (i.e. 10:35:58 will be recorded as 10:35).

A.15 Time penalties for road sections and Selectifs are given in Appendix D.

B.1 The locations of Main and Time Controls will be specified in the Roadbook issued to competitors at the Start. They may be located at the roadside, in garages, cafes, hotels or similar establishments.

B.2 At each Time Control site a yellow board will mark the limit of the Control area, placed approx 25 metres before the red board, which marks the actual timing point. Competitors will be deemed to have entered the Control when they pass the yellow board. The area between the yellow and red boards is considered to be Parc Ferme. Examples of these boards will be on display at Signing On.

B.3 At all times the competitors are obliged to follow the instructions of the Officials in charge of the Control.

B.4 All Controls, Checks and Selectifs must be visited in the sequence specified and using the correct direction of approach and departure. Failure to do so will be penalised.

B.5 Controls will open 15 minutes before the Scheduled time of the first car, and close 30 minutes after the expected time of the last car. These closing times may be extended by an Official Notice or the Control may close before this time if all the expected cars have visited the Control.

B.6 In the event of a Control not being manned for the whole of the expected duration, then it will be ignored in the results. At an unmanned Control competitors should proceed forthwith.

B.7 At Main and Time Controls the marshal will record the time shown on the Control clock on the competitor's Time Card and sign in the appropriate place. At Passage Controls the marshal will just sign or stamp the Time Card in the appropriate place.

B.8 Failure to provide proof of visiting a Passage Control or a Route Check will be penalised.

B.9 Only the Rally Officials who have made an entry on a Time Card may change it and only then by countersigning the new entry. An entry on a Time Card that is not legible or appears to have been tampered with may be deemed not to have been made. Any competitor found to have altered their Time Card will be penalised, from 5 minutes up to Exclusion

B.10 It is the competitor's responsibility to ensure that the Time Card is correctly marked.

B.11 The time recorded will be the time that the Time Card is personally presented by a member of the crew.

B.12 Time penalties for road sections are given in Appendix D.

C.1 All the necessary information to complete each Selectif correctly will be issued to competitors at the Start or by instructions issued by the Selectif Start marshal.

C.2 Markers, cones, tapes, barriers and arrows will be used, where necessary, to define the correct route. Competitors must follow the correct route as defined in the individual Selectif instructions, otherwise they will be penalised. It is not the intention that any competitor will be in any doubt as to the correct route.

C.3 Competitors may be required to stop at manned Passage Controls or to record information displayed on code boards, in pen, not pencil. These requirements will be specified in the individual Selectif instructions.

C.4 The times taken on the Selectif will be recorded in minutes and seconds by a single clock or by separate Start and Finish clocks.

C.5 Both crew members must be in their car for the duration of the Selectif.

C.6 The Selectif Start and Finish controls will be clearly defined. At a Selectif Start a red board will mark the Start timing point and at the end of the Selectif another red board will mark the Finish timing point.

C.7 The due time of Car 0 at Selectif controls will be shown on the Time Cards and competitors can report at any time whilst the Start Control is open. Unlike Main and Time Controls there is no scheduled arrival time for each competitor. The marshal will give the competitor a count down to when he must start. Competitors leaving the start line before the count down is finished will be penalised.

C.8 The interval between starting competitors will normally be one minute, but may be reduced to 30 seconds. It is possible that cars will be running in close proximity by the end of longer Selectifs. If any competitor is baulked in these circumstances then Force Majeure will apply (see Article 13.6).

C.9 At the end of a Selectif the car must stop alongside the Finish timing point. This may not be a physical line on the ground but will be indicated by a Stop board. The Finish Marshal will record the finish time when all forward movement of the car has ceased. If a car is still at the Finish timing point the time for the next car will be recorded as it stops behind the first car. Competitors then move forward for the Finish Marshal for the time to be recorded on their Time Card. Under no circumstances must a competitor drive a Selectif in a direction against rally traffic or reverse back after overshooting the Finish Line. These serious offences will be penalised.

C.10 If competitors are kept waiting at a Selectif start they may walk up to the Start marshal and request an arrival time. This will be the time shown on the start clock as the Time Card is presented. No earlier time will be given. A Delay Allowance will be given for the difference, in whole minutes, between the recorded arrival time and the actual start time. This Delay Allowance may be used to extend the competitors 'Penalty Free Lateness' (PFL) and 'Maximum Permitted Lateness' (MPL) at the next Main or Time Control.

C.11 For each Selectif a Minimum Time will be published, based on completing the test at a 40 mph or 30mph average, and any competitor recording a shorter time will be given the Minimum Time. Similarly, a Maximum Time will be published, and any competitor recording a longer time than this will be given the Maximum Time. Otherwise, the actual time taken to the previous full second will be given. The penalty for failing to attempt or complete a Selectif is the Maximum Time.

C.12 Rally door numbers must be clearly visible at the start of the Selectif. Cars must be driven with their headlights on but in daylight these should then be extinguished on rejoining the public road.

C.13 Time penalties for Selectifs are given in Appendix D.

Article General - Start refused

- 7.3 Non-payment of entry fee
- 14.2/4.5 Failure to comply with vehicle eligibility or technical regulations
- 14.1 Failure to Scrutineer or Sign On in time
- 29 Failure to meet advertising regulations

**General - Penalised from 5 minutes up to and including Exclusion,
at the sole discretion of the Clerk of the Course**

- 4.5 & Non-conformance to Technical Regulations
- 14.2
- 12.1 Breach of any statutory requirement concerning the use of a motor vehicle
- 12.1 Failure to comply with a reasonable instruction, as advised by a Rally Official
- 12.3 Excessive noise, excessive damage to the car
- 12.3 Excessive speed or negligent driving
- 12.3 Adverse report by a Driving Standards Observer
- 13.1 Practising or the use of pace notes
- 13.2 Change of crew during the event
- 13.3 Moving a car contrary to the Regulations
- 13.4 Servicing or repairs contrary to the Regulations
- 13.5 Fitting or use of Intercom systems or wearing racing style overalls or helmets
- 13.5 Wearing helmets on the public road
- 13.6 Deliberate baulking or blocking of the route
- 13.7 Conviction or notice of intention to prosecute for a driving offence during the event
- 13.7 Failure to notify Organisers of any incident
- 13.7 Failure to complete and hand in a Damage Declaration at the finish of the event
- 15 Failure to ensure door numbers remain clearly visible
- 19.3 Loss or unauthorised amendment to the Time Card
- 23.1 Servicing or repairs contrary to the Regulations
- 23.2 Receiving outside assistance organised in advance
- C.9 Driving a selectif route against rally traffic
- C.9 Overshooting the finish line and reversing back

- 10.1 Any breach of the Regulations where a penalty may not have been specified.

Article	<u>Time penalties - Road sections</u>	Penalty
	Main Time Control (MC) at the start of a Leg	
A.11	- not reporting at	Deemed to have retired
A.11	- reporting outside Maximum Permitted Lateness (15 minutes)	Deemed to have retired
A.9	- reporting before Scheduled Time	2 minutes per minute
A.9	- reporting after Scheduled Time	1 minute per minute
	All other Main Time Controls (MC)	
A.11	- not reporting at	Deemed to have retired
A.11	- reporting outside Maximum Permitted Lateness (30 minutes plus Delay Allowance)	Deemed to have retired
A.9	- reporting before Scheduled Time	2 minutes per minute
A.10	- reporting after Due Time plus Delay Allowance	1 minute per minute
	Time Control (TC)	
A.12	- not reporting at	30 minutes
A.12	- reporting outside Maximum Permitted Lateness (30 minutes plus Delay Allowance)	30 minutes
A.12	- reporting before Scheduled Time	2 minutes per minute
A.12	- reporting after Due Time plus Delay Allowance	1 minute per minute
A12	- not complying with the route instructions including visiting a control more than once and including wrong approach or depart from a Time Control	15 minutes
A12	- The ¾ rule will not apply and competitors will be penalised for early arrival	2 minutes per minute
	Passage Control (PC) or Route Check (RC)	
B.4	- approaching from or departing to the wrong direction	15 minutes
B.8	- not reporting at a manned PC	15 minutes
B.8	- not providing proof of visiting an RC	15 minutes
B.4	Reporting to a Control, a Check or a Selectif in the incorrect sequence	30 minutes
A.10	Taking less than three-quarters of the time allowed between two consecutive Time controls where the distance is more than four miles (i.e. breaching the "three quarter rule")	1st offence - 30 minutes 2nd offence - Exclusion
	<u>Time penalties - Selectifs</u>	Penalty
C.2	Touching or moving a cone or course marker	5 seconds per incident
C.2	Passing the wrong side of a cone or course marker	1 minute per incident
C.2	Failing to stop astride a line or any other line fault	10 seconds per incident
C.2	Driving on the grass at a point where this prohibited	10 seconds per incident
C.2	Not attempting a correct manoeuvre	1 minute per incident
C.2	Taking an incorrect route (other than passing the wrong side of a cone or course marker) e.g. taking the wrong route at a split point or short cutting a portion of the Selectif route	Maximum Time
C.3	Incorrect recording of codeboard details	1 minute per incident
C.3	Not reporting at a manned Passage Control	5 minutes per incident
C.7	Leaving the Start before the starting signal is given	1 minute per incident
C.9	Overshooting the finish line and reversing back	1st offence - 10 minutes 2nd offence - Exclusion
C.9	Driving a Selectif route against rally traffic	Exclusion
C.11	Not attempting or failure to complete a Selectif	Maximum Time
C.11	Taking less than the Minimum Time	Minimum Time
C.11	Taking more than the Maximum Time	Maximum Time
C.11	Taking more than the Minimum Time and less than the Maximum Time	Actual time taken

**Closing date: Midnight Friday 28th February
2014**

**ALL correspondence to:
DRIVER**

CO-DRIVER

(delete as applicable)

**Please send the completed
entry form to:**

**Entries Secretary
Andrew Bulpin
103 Queen Street
Newton Abbot
Devon
TQ12 2BG**

THE CLASSIC SOUTH WEST ENDURANCE RALLY

Full entry (£348) _____

Or

1st cheque (£49) [refundable deposit] _____

2nd cheque (£299) [by 28th February] _____

2014 South West Endurance

Championship Rally (£ 299) _____

2014 Day Endurance Rally (£249) _____

2014 South West Targa Rally (£249) _____

2014 Primrose Navigation Rally (£99) _____

2014 Nightmare Two Clubmans Rally (£49) _____

Lockton Ltd. Insurance (£18) for ANY Rally _____

SHMC Membership (£15 each) _____

CHEQUES MADE PAYABLE TO SOUTH HAMS MOTOR CLUB.

(Online entry with debit / credit card at www.shmc.co.uk)

FOR OFFICIAL USE ONLY

Date rec. _____ Fee Rec. _____ Date Ack, _____ Ref. _____

Cheque No. _____ Name _____ Start No. _____

Cheque No. _____ Name _____

DRIVER

Full Name _____

Address _____

Postcode _____ Telephone _____

Club _____ Licence Number & Status _____

e-mail _____

Person to be contacted in the event of serious accident

Name _____ Tel. _____

Relationship _____

CHAMPIONSHIPS ENTERED BY DRIVEREndurance Road Rally Championship 2014 ☐ASWMC Navigation Rally Championship OPEN ☐ NOVICE ☐SHMC Rally Championship ☐ ASWMC Endurance Championship ☐**NAVIGATOR**

Full Name _____

Address _____

Postcode _____ Telephone _____

Club _____ Licence Number & Status _____

e-mail _____

Person to be contacted in the event of serious accident

Name _____ Tel. _____

Relationship _____

CHAMPIONSHIPS ENTERED BY NAVIGATOREndurance Road Rally Championship 2014 ☐ASWMC Navigation Rally Championship OPEN ☐ NOVICE ☐SHMC Rally Championship ☐ ASWMC Endurance Championship ☐

CAR

Make _____ Model _____

Reg. No. _____ Colour _____

C.C. _____ Diesel Y/N

THE CLASSIC SOUTH WEST ENDURANCE CLASS ENTERED: 1 2 3 4 5 6 7**SOUTH WEST CHAMPIONSHIP ENDURANCE CLASS ENTERED:** 1 2 3 4 5 6 7**DAY ENDURANCE CLASS ENTERED:** 1 2 3 4 5 6 7**Please mark the appropriate seeding category for yourself:**

- 1 Winning Crew of previous South West Endurance Rally
- 2 Either member of Crew who has won any Endurance Rally
- 3 Either member of Crew who has finished 2nd - 5th on any Endurance Rally
- 4 Either member of Crew who has finished 6th - 10th on any Endurance Rally
- 5 Either member of Crew who has finished 11th - 20th on any Endurance Rally
- 6 Either member of Crew who has finished 21st - 30th on any Endurance Rally
- 7 Either member of Crew who has finished 31st - 40th on any Endurance Rally
- 8 Either member of Crew who has finished 41st - 50th on any Endurance Rally
- 9 All other Crews

SOUTH WEST TARGA CLASS ENTERED: 1 2 3 4 5 6**PRIMROSE RALLY CLASS ENTERED:** 1 2 3**NIGHTMARE TWO RALLY CLASS ENTERED:** 1 2 3**INSURANCE**

Do you wish to use the Loxton Ltd. Scheme? Yes / No

Do you require a proposal form? Yes / No

NES Number _____

If you are using your own insurance:

Name and address of Company

INDEMNITIES AND DECLARATION

Held under the general regulations of the Motor Sports Association Limited (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations.

I have read the Supplementary Regulations issued for the event and agree to be bound by them and by the general regulations of the Motor Sports Association Limited. In consideration of the acceptance of this entry, and of my being permitted to take part in this event, in respect of any parts of the event not held on a publicly adopted road I agree to save harmless and keep indemnified the Motor Sports Association Limited, to promote or organise this event and their respective Officials, servants, representatives and agents, together with other competitors and their respective servants, representatives and agents, from and against all actions, claims, expenses and demands in respect of death or injury to or damage to the property of myself, my driver(s), passenger(s), mechanic(s) or associated personnel, arising out of or in connection with this entry or my taking part in this event.

I declare that use of the vehicle hereby entered will be covered by insurance as required by the Law, which is valued for such parts of the event as shall take place on the roads as defined by the Law.

I understand that should I at the time of this event be suffering from any disabilities whether permanent or temporary which is likely to effect prejudicially my normal control of my vehicle, I may not take part unless I described such disabilities to the ASN which has, following a declaration, issued a licence which permits me to do so.

Signed

Age if under 18

Driver

Co-Driver

Entrant

Any indemnity and/or declaration as prescribed above which is signed by a person under the age of 18 shall be countersigned by the person's parent or guardian, who's full name and address shall be given.

This entry is made with my consent

Name of parent / guardian

Address
