



**PEMBROKESHIRE MOTOR CLUB**



# **Bob Shaw Memorial Stages**

**Talbenny Airfield, Nr Haverfordwest**

**9<sup>th</sup> April 2017**



## **Supplementary Regulations**



# **Bob Shaw Memorial Stages**

## **Foreword**

Pembrokeshire Motor Club Ltd welcomes you to the Bob Shaw Memorial Stages.

The route will consist of approximately 42 special stage miles over 8 stages, based at Talbenny Airfield in Pembrokeshire.

As always this event could not run without the support from all the volunteers and marshals, and this year is no exception. If you're unable to compete then we would really appreciate your support on the day.

We look forward to receiving your entry and welcoming both old and new competitors to the event and we would like to wish everybody a successful and enjoyable and safe day's rallying.

*The Organisers*

### **Previous winners of the Bob Shaw Memorial Stages**

2008- John Bray/Melo LaRosa

2010- Richard Merriman/Cath Curzon

2012- Nigel Gibbard/Kevin Lewis

2014- Robert Tout/Laura Tout

2009- Chris Jones/Dafydd Jones

2011- Bob Fowden/Jason Sugden

2013- Richard Merriman/Cath Curzon

2015- Nigel Gibbard/Kevin Lewis

2017- Could be you!!!!

## Sponsors



St Peters Rd, Johnston, 01437 899355



Units 2 Withybush Ind Est, H/west, 01437 765131

### Crowhill Garage

Crowhill Road, Haverfordwest, 01437 762527



### Station Garage

Kilgetty, 01834 812318



info@jdmotorsporttyres.co.uk, 07966 466548

### Celtic Commercial

#### Garage

Spring Gardens, Narberth, 01834 860429

### Haverfordwest

#### Auto Centre

Cardigan Road, Haverfordwest, 01437 762323

### Quentin Motors

39 Cartlett, Haverfordwest, 01437 765712



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# **Bob Shaw Memorial Stages**

## **Supplementary Regulations**

### **1. ANNOUNCEMENT**

Pembrokeshire Motor Club Ltd will organise a National B permit Stage Rally on Sunday 9th April 2017 at Talbenny Airfield, Near Haverfordwest, Pembrokeshire, SA62 3XB.

### **2. JURISDICTION**

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

### **3. AUTHORISATION**

MSA Permit Number: *TBC*

### **4. ELIGIBILITY**

The event is open to:

- (a) All fully elected members of the organising club.
- (b) All fully elected members of clubs within the W.A.M.C.
- (c) All fully elected members of clubs within the A.S.W.M.C.

Competition Licences (National B status or higher), club membership cards will be inspected at signing-on.

### **5. SCRUTINEERING AND SIGNING-ON**

The programme of the meeting will be:

**Scrutineering will be held on Sunday 9th April 2017 from 06:30 Hrs.  
Scrutineering will be held on site at Talbenny airfield.**

The competing car will be subject to a noise test in accordance with R4.1.1, R4.1.2 and J5.18.1 to J5.18.10.

Any competitor not signed on one hour before their start time may be excluded.

**Only competitors signed on as Drivers will be allowed to drive on the event.**

First car starts at **09:27** hours.

Club Membership Cards and Competition Licences G5.2.6 will be inspected at signing on.

All cars competing in Single Venue Stage Rallies, **including road rally class**, need **NOT** be taxed and insured for the public highway, but registration documents, and valid MOT test certificate if the vehicle requires one (although the vehicle may not yet be old enough to require one, it must be of a type

which needs MOT testing) must be produced at scrutineering. All vehicles must comply with the MSA technical regulations. Each competitor will be assumed to have full knowledge of their competing car and its eligibility for the class entered.

## **6. ROUTE**

Cars will start at 30 second intervals. The event will comprise approximately 42 miles in 8 special stages on private property in the form of concrete and tarmac surface roads.

These stages will be timed to an accuracy of less than 1 minute in accordance with R31.1.3. The event will start and finish at Talbenny Airfield.

## **7. CLASSES**

The event will consist of 7 classes as follows:

Class 1 - Cars up to 1400 cc.

Class 2 - Cars 1401 to 1600 cc.

Class 3 - Cars 1601 to 2000 cc.

Class 4 - Cars 1601 to 2000 cc 4 cylinder 8 valve (normally aspirated).

Class 5 - Cars 2001 cc and over – two wheel drive.

Class 6 – Cars 2001 cc and over – four wheel drive.

Class 7 - Road rally cars as defined in the rules of the 2017 Welsh National Tarmacadam Championship.

*All forced induction and rotary engined cars, will be subject to an equivalency factor of 1.7 times the cubic capacity of the engine in determining the capacity class of the car concerned.*

## **8. TROPHY RALLY**

A trophy class will run over stages 5 to 8, and will be open to any competitor who retires on stages 1 to 4, subject to the car being re-scrutineered and permission being granted by the Clerk of the Course.

There will be no awards given in this class as it is intended purely to give those who retire early in the event to have an opportunity to give their car a run.

## **9. AWARDS**

Awards will be presented as follows:

1st overall-Driver and Co-Driver.

1st in class-Driver and Co-Driver.

2nd in class-Driver and Co-Driver(5 or more class entries).

3rd in class-Driver and Co-Driver(7 or more class entries).

No crew may win more than one of the above awards.

Awards will be presented at Talbenny Airfield at the end of the event.

## 10. **ENTRIES**

The entry list opens on publication of these regulations and close on Wednesday the 5<sup>th</sup> April 2017.

The entry fee is:

£150 for entries **RECIEVED BEFORE** 19<sup>th</sup> of March 2017

£195 for entries received after 19<sup>th</sup> of March 2017.

Seeding will be carried out on Sunday the 2<sup>nd</sup> of April. Any entry received after this date will not be included in the seeded entry list. If an entry is received after the 2<sup>nd</sup> of April competition numbers and starting orders will be allocated at the discretion of the committee.

All entries must be made on the official entry form and accompanied by the appropriate fees or by BACS.(see *below for details*)

**No** entries will be accepted by telephone. Post-dated cheques **WILL NOT** be accepted.

Cheques and postal orders are made payable to:

**Pembrokeshire Motor Club Savings Account.**

Dishonoured cheques will result in automatic forfeiture of entry and strictly no further discussion entered into.

**Cheques will be banked the week prior to the event.**

Entries received after the 2<sup>rd</sup> April 2017 must either be postal orders or cash. Should the above minimum figures not be reached, the organisers have the right to either cancel the meeting or amalgamate the classes as necessary. Entries will be selected in order of receipt.

Entry fees will be refunded, if withdrawn in writing prior to 2<sup>rd</sup> April 2017, other than in accordance with H31.1.2. Entries that are withdrawn thereafter, or that fail to start may forfeit all or part of their entry fee at the organiser's discretion. The organisers reserve the right to refuse entry without reasons.

BACS/Bank Transfer Details:

|              |  |
|--------------|--|
| Bank         | Lloyds Bank                              |
| Sort Code    | 30:93:98                                 |
| Account No.  | 64370268                                 |
| Account Name | Pembrokeshire Motor Club Savings Account |
| Reference    | Driver's full name.                      |

The Entries Secretary of the Meeting to whom all entries must be sent is:

Sue Davies  
1 Heritage Park,  
Cardigan Road,  
Haverfordwest,  
Pembrokeshire,  
SA61 2QF  
Tel: 01437 760354

E-mail: [daviessue44@tiscali.co.uk](mailto:daviessue44@tiscali.co.uk)

The maximum entry for the meeting is 70.  
The minimum is 30. The minimum for each class is 3.

Should any of the above minimum figures not be reached, the organisers have the right to either cancel the meeting or amalgamate classes as necessary.

Entries will be selected on receipt.

Final instructions and entry list will be posted to the crew member indicated on the entry form in the week prior to the event and will carry the same force as these regulations.

## 11. OFFICIALS

|                                       |   |
|---------------------------------------|---|
| <b>MSA Steward:</b>                   | T.B.A.  |
| <b>Club Stewards:</b>                 | Rob Richardson and Aled Davies                                |
| <b>Clerk of the Course:</b>           | Russell Reynolds  |
| <b>Assistant Clerk of the Course:</b> | Ceri Morgan   |
| <b>Secretary of the Meeting:</b>      | Cath Davies   |
| <b>Entries Secretary:</b>             | Sue Davies<br>Tel: 01437 760354                               |
| <b>Chief Marshal:</b>                 | Richard John Tel:07866905980                                  |
| <b>MSA Scrutineer:</b>                | Rob John  |
| <b>MSA Timekeeper:</b>                | Gethin Rees   |
| <b>Chief Medical Officer:</b>         | MSA Registered Paramedic-BARC                                 |
| <b>Judges of Fact:</b>                | <i>To be displayed on official notice board as per G10.2.</i> |
| <b>Environmental scrutineer:</b>      | Rob Duke  |
| <b>Rally Rescue:</b>                  | BARC  |

|                            |                                  |
|----------------------------|----------------------------------|
| <b>Radio Co-ordinator:</b> | Kevin Hughes                     |
| <b>Safety Officer:</b>     | Ceri Morgan                      |
| <b>Spectator Control:</b>  | Peter Roach                      |
| <b>Results Service:</b>    | Gethin Rees Amserwyr Modur Cymru |

## **12. RESULTS**

Provisional results will be published on site at Talbenny Airfield in accordance with D26.1.2 and any protest must be lodged in accordance with C5 and appeals in accordance with C6. Results will be sent by e-mail to all competitors providing e-mail addresses with their entries. Printed copies of the results will only be posted out if specifically requested via the event Entry Secretary.

## **13. DOCUMENTATION**

Entrants will be supplied with a Route diagrams and time cards at signing on. These documents will provide all the necessary information to enable competitors to comply with R33.1.

Competitors may be required to make up lateness at rest halts.

## **14. SERVICING**

Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car.

There will be one service area where work may be carried out by the Service Crew of the competing car.

Crews may work unassisted on their own cars as described in R38.2.

## **15. IDENTIFICATION**

Competitors will be identified by 9" high black numbers on a white background on both sides of the vehicle (not supplied). Competitors will be responsible for maintaining these identifications in a legible condition during the event and their removal after the event or upon retirement. Competitors will also identified by high visibility numbers supplied by the organisers to be fixed on both rear side windows.

## **16. CONTROLS AND TIMING**

The event will be run using Target Timing (R31).

The rally will be divided into road sections and special stages.

All controls other than passage controls and route checks will be time controls. Each road section will be allotted a target time based on approximately 30 mph or less, and a competitor can calculate his due time of



arrival at any time control by adding this target time to his actual time of departure from the proceeding time control. On any road section following a special stage, extra time will be allowed over the set average speed to account for any delays at the special stage finish. All special stages will have a bogey time set at 70 mph and a target time set at approximately 30 mph or less on short stages. Competitors will receive penalties as follows: | Under bogey | Bogey time | Over bogey and under target | Actual time taken | Over Target | Target time. However, excessive lateness taken over target on road sections and special stages is cumulative and once lost cannot be regained. When the accumulated lateness between any two adjacent main controls exceeds the maximum of 10 minutes, then a competitor will be excluded. Should any recorded time not be legible or nor appear authentic, the organisers may use any means at their disposal to establish the correct time. The following titles shall describe the various types of controls.

(See Drawing R 29.4.1 for description of signs).

(a) **Main Controls** (MC - Signs 1 and 2)

Main controls will be situated at the start and finish of the rally, or any other specified point. Competitors will restart at one minute intervals in the order of their arrival at the previous control. At the main IN control, competitors will be given a due time for the next main OUT control. Each competitor will be given a due starting time from any MC and the difference between this time and his actual time will be counted towards exclusion for overall lateness. Also a time penalty will be applied. A competitor will be penalised for each minute he is late at such OUT controls. Competitors will restart, subject to any penalties above, from any MC with zero lateness, i.e., lateness is only accumulated between two adjacent MC's.

(b) **Special Stage Arrival Controls** (SSA - Signs 1 and 2)

On arrival at SSA a competitor will receive an arrival time only when he is ready to start the stage (helmets on etc.).

A competitor who is early may wait for his Due Time subject to R30.3.1.

A provisional start time for the stage will be allocated in accordance with R31.2.11. He must then proceed immediately to the Start Line.

(c) **Special Stage Start Control** (SSS - Sign 3)

At the SSS a Competitor will be given a start time for the Stage in hours, minutes and seconds and will normally coincide with the provisional time allocated at the arrival control. Once a competitor has clocked in at an SSA the competitor must be ready to start the stage except as laid down in R31.2.11. The start will be signalled by traffic lights which will go from RED (15 seconds to go) through AMBER (5, 4,3,2,1 seconds to go) finally to GREEN at the start time. In the event of equipment failure, the start procedure will revert to the manual system that is described in R25.7 – R25.7.1

As each section is timed separately the time taken from SSA to SSS is Dead Time and delays are automatically allowed for. The control area between Sign 1 at the SSA and Sign 3 at the SSS will be parc ferme

(d) **Special Stage Finish Control** (SSF - Signs 4, 5 and 7)

At the SSF a competitor will receive his finish time in hours, minutes and seconds. This time in hours and minutes will be his start time for the following Road Section. Any competitor who fails to stop at the STOP Line must not, under pain of exclusion, reverse to the stop line, but must return on foot.

(e) **Passage Control** (PC) At certain points indicated in the Road Book the organisers may establish PCs in order to collect Time Cards from competitors or for other purposes. There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

It is a competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed. Once a time has been accepted by a Competitor NO FURTHER CLAIMS WILL BE ENTERTAINED. Any adjustment caused by a Timekeeper's error MUST be made at the Control in question.

Caution boards may be used to give advanced warning of hazards and will be sited in accordance with R29.1.9.

## 17. **PENALTIES**

Competitors will start with Zero penalties. Classification for the results will be determined by total time penalties, the winner being the competitor with the least total penalty (R40.1 – R40.1.3).

The penalties in (R32.2) apply as written unless specifically modified in these SR's .

Contravention of the following carry a penalty of EXCLUSION:

- i) GR's (R5.4.1 to R5.4.5, R25.3.1 to R25.3.3, R48.10.5, R39.3).
- ii) Accumulated lateness (in excess of target time) between any two adjacent Main Controls of more than 5 minutes.

Contravention of the following R25.3 to R25.3.3 and R25.4, may lead to a REFUSED START *The Clerk of the Course may report a competitor so penalised to the Stewards of the Meeting and /or MSA for further disciplinary action.*

Contravention of the following may lead to EXCLUSION from the results:

- i) Causing a decibel meter reading greater than the specified limits will be deemed excessive noise. This will be measured in accordance with a test specification detailed in the MSA General Regulations.

It is at the discretion of the Judge of Fact, Noise Test Official or Driving Standards Observer or of the Organisers, whether a car which caused excessive noise is refused permission to proceed at any time.

(R4.1-R4.1.3,R4.1.6,R24.9, R24.9.1,R24.9.1,R32.2(m) (bb) will apply).

A Driving Standards Observer's decision on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting (R24.10, R24.10.1, R32.2 (l) will apply).

Competitors are reminded of (R24.5 – R24.5.2) for details of computation of penalties in the event that the normal running of a stage is stopped. Should it be necessary to cancel a Special Stage during the Rally, or to delete one from the results after the event, only the Stage Penalty will be deleted. Unless an Official notice has been issued to the contrary, the cancelled stage must be traversed within Target Time and will be treated as a road section.

Causing an obstruction on an access road to or from a Special Stage will be penalised by EXCLUSION from the results (Article 18.4), (R32.2 (g)) will apply.

Failure to attend a Post-event Scrutineering for those competitors selected, within the time limit specified, will result in EXCLUSION from the results.

Taking an incorrect route on a Special Stage (R32.2 (c)): - Stage Maximum.

Not complying with a requirement of the Road Book, including visiting a control more than once or these SR's for which no other penalty is specified (R32.2 (b)): - 5 minutes.

Not complying with a requirement of these regulations for which no other penalty is specified: - 30 minutes.

Deliberate Damage to Chicanes (not attempting to drive round chicane), as observed by a Judge of Fact: - Stage Maximum.

Competitors are reminded of (R25.6.7 - R 25.6.3), (R32.2) will apply.

To be classified as a finisher a car with its crew must complete the course without incurring the penalty of exclusion and hand in a completed damage declaration form with the final time card.

## **18 . 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 giving details of any such incident where damage or injury has occurred (R40.1.3).

Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by exclusion (Chart R32.2p).

Competitors who do not report at the finish are required to forward the report to the Secretary within 72 hours of the event, unless they have been involved in an incident in which case details must be given to the organisers the same day. Competitors who fail to reply will be penalised by a fine of £100.00 R40.1.4.

## **20. JUDGES OF FACT AND DRIVING STANDARDS OBSERVERS**

Judges of Fact and Driving Standards Observers may be appointed by the organisers and will be on duty to observe and report upon any competitor considered to be in contravention of the regulations for the event in accordance with G10, G11, R24.7.1 to R24.7.10 & R24.8.1 to R24.8.3.

Details of Judges of Fact and Driving Standards Observers will be displayed at signing-on.

## **21. YELLOW FLAG PROCEDURE**

The Yellow Flag procedure as R24.4.5 and R25.6.4 will apply on all stages. On passing a yellow flag displayed by a marshal wearing a marshals tabard, the driver must immediately and significantly reduce speed as well as being prepared to stop at any time.

## **22. PROCEDURE ON ENCOUNTERING A MAJOR ACCIDENT**

Competitors are reminded of regulation R25.4 to R25.4.9:

**R25.4** – Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for oncoming Competitors.

**R25.4.1** – In the case of an accident where urgent medical attention is required, the red SOS sign should be displayed as quickly as possible to alert following cars and aid any helicopter attempting to assist.

**R25.4.2** – Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew members are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance.

**R25.4.3** – All following cars must also stop and the second car arriving at the scene must inform the next radio point.

**R25.4.4** – Subsequent cars must leave a clear route for emergency vehicles.

**R25.4.5** – The Clerk of the Course *may* award a discretionary time to any competitor delayed in such circumstances.

**R25.4.6** – Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.

**R25.4.7** – In the case of an accident where medical intervention is not required, the OK sign must be clearly shown to following vehicles, and to any helicopter attempting to assist. If the crew leave the vehicle, the OK sign must be left clearly visible to other competitors.

**R25.4.8** – Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.

**R25.4.9** – Competitors who misuse the SOS or OK signs will be penalised and may be reported to the MSA for further action.

## 23. REFUELLING

All competitors shall familiarise themselves with the recommendations published by the MSA with regard to the refuelling of competing vehicles on the event(R38.1.7).

## 24. LITTER

All competitors and service vehicles are requested to keep the service areas clean and tidy. Any competitor or service crew found depositing or leaving litter at the venue will have their associated competing car excluded and escorted off the venue. Please take **all** litter home with you.

## 25. ACKNOWLEDGEMENTS

Motor Sports Association,  
All Marshals and Supporters.  
Land Owners  
Dyfed Powys Police  
MSA/RLO Mr Andrew Thompson

