

## **Tour Britannia 2010 – Supplementary Regulations Regularity Category**

### **1. Description**

1.1 Tour Britannia, a Historic Road Rally, will start at Doubletree by Hilton hotel, Chester, Cheshire on Tuesday 7<sup>th</sup> September and finish in the Midlands on Thursday 9<sup>th</sup> September. The total distance will be approximately 750 miles. The event will comprise liaisons and regularity tests on public and private roads.

1.2 Tour Britannia is a National B event with foreign participation allowed. Competitors must be a member of the Historic Sports Car Club (HSCC). Membership of the club is included in the entry fee.

MSA Permit No: TBA

FIA Visa No: TBA

CAO Authorisation No: TBA

1.3 Event HQ will be at:

08.00 Tuesday 7<sup>th</sup> to 22.00 Wed 8<sup>th</sup> September – Doubletree by Hilton hotel, Chester.

06.00 Thursday 9<sup>th</sup> to 09.00 Friday 10<sup>th</sup> September – Leicester Marriott hotel.

### **2. Regulations**

Tour Britannia is held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA and its Appendix K), these Supplementary Regulations and any Official Bulletins or Final Instructions issued.

### **3. Programme**

Entries Open	On publication of these Regulations
Entries Close at Reduced Rate	09.00 Monday 15 <sup>th</sup> March
Entries Close at Standard Rate	09.00 Monday 12 <sup>th</sup> July
Entries Close at Late Rate	09.00 Monday 9 <sup>th</sup> August
Entry List Published	09.00 Monday 23 <sup>rd</sup> August
Scrutineering & Documentation	08.00 to 12.30 Tuesday 7 <sup>th</sup> September
First Stewards Meeting	12.30 Tuesday 7 <sup>th</sup> September
Publication of Start List	13.00 Tuesday 7 <sup>th</sup> September
Start Leg 1	13.30 Tuesday 7 <sup>th</sup> September
End of final leg	17.00 Thursday 9 <sup>th</sup> September
Final Scrutineering	17.30 Thursday 9 <sup>th</sup> September
Publication of Provisional Results	18.00 Thursday 9 <sup>th</sup> September
Prize Presentation	18.30 Thursday 9 <sup>th</sup> September

### **4. Organisation**

4.1 Tour Britannia is organised by:

Tour Britannia Ltd.  
Suite 300  
29 / 30 Horse Fair  
Banbury  
Oxon  
OX16 0BW, England.

Telephone: +44 (0)1295 268888

Fax: +44 (0)1295 268828

E-mail: [info@tourbritannia.com](mailto:info@tourbritannia.com)

Website: [www.TourBritannia.com](http://www.TourBritannia.com)

4.2 **Organising Club**

The Historic Sports Car Club  
Silverstone Circuit  
Nr. Towcester  
Northamptonshire  
NN12 8TN, England.

#### 4.3 **Organising Committee**

John Davenport, Peter Fieldhouse, Fred Gallagher, Andy Gibson, Ron Jackson, Andrew Kellitt, Andrew Large, Alec Poole, Carmel Poole, Phil Rayner, Gethin Rees, Peter Riches, Sue Sanders, Grahame White.

#### 4.4 **Stewards of the Meeting**

Malcolm Neill (Representing the MSA)  
TBA  
TBA

#### 4.5 **Senior Officials**

Commercial Director	Alec Poole
Secretary of the Meeting	
Sporting Director	Fred Gallagher
Clerk of the Course	Andrew Kellitt
Clerk of the Course - Regularity	Andy Gibson
Deputy Clerk of the Course	Sue Sanders
Event Co-ordinator & Chief Marshal	Peter Fieldhouse
Chief Safety Officer	Andrew Large
Chief Scrutineer	Peter Riches
Chief Medical Officer	Dr Phil Rayner
Media Officer	John Davenport
Competitor Support	Carmel Poole
Chief Timekeeper	Gethin Rees
Chief Results' Officer	Ron Jackson

### 5. **Eligibility & Classes**

5.1 The event is open to road legal cars produced before 31<sup>st</sup> December 1981.

#### 5.2 **Classes**

Class 11	Cars of FIA Periods A,B,C & D	Up to 31/12/46
Class 12	Open Cars of FIA Periods E & F	1/1/47 to 31/12/65
Class 13	Closed Cars of FIA Periods E & F	1/1/47 to 31/12/65
Class 14	Open Cars of FIA Periods G & H	1/1/66 to 31/12/76
Class 15	Closed Cars of FIA Periods G & H	1/1/66 to 31/12/76
Class 16	Cars of FIA Period I	1/1/77 to 31/12/81

5.3 Entrants may join Tour Britannia as fully-fledged Regularity Competitors for one day only, if they wish. Their "day" will run from 18.00 hrs to 18.00 hrs the next day. They and their cars must be available for Documentation at 18.00 hrs at the HQ Hotel the day before they wish to participate. They will receive their passes, meal tickets, etc, at that time. Such competitors will not be eligible for awards.

### 6 **Entries**

#### 6.1 **Dates**

Entries Open: On publication of these regulations  
Entries Close: 12<sup>th</sup> July 2010  
Late Entries Close: 9<sup>th</sup> August 2010

6.2 The maximum number of entries is 40. In the event of less than 56 entries being received for the Competition Category, this number may be increased.

6.3 Signed entry forms must be submitted with the appropriate entry fee to the address above in Art.4.1. At the discretion of the Organiser, either crew member or the car may be changed up to the finish of Scrutineering.

6.4 Entries will be accepted at the sole discretion of the Organisers.

## 6.5 **Entry Fees**

Competitor Entry Fees, for each car and 2 crew members include all sporting fees, road books, event plates and competition numbers, dinners throughout the event with wine, lunch each day Tuesday to Thursday and prize-giving ceremony at the Finish including drinks.

### Reduced Entries – Before Monday 15<sup>th</sup> March 2010

1st instalment	£995	To be paid on application
Balance	£1,290	To be paid before 12 <sup>th</sup> July 2010
Total	£2,285	

### Normal Entries – Before Monday 15<sup>th</sup> July 2010

1st instalment	£1,195	To be paid on application
Balance	£1,290	To be paid before 12 <sup>th</sup> July 2010
Total	£2,485	

### Late Entries – Before Monday 9<sup>th</sup> August 2010

1 instalment	£2,650
--------------	--------

Day entry fee (one day only)      £800

For a third or fourth crew member an additional fee of £475 per person is payable.

All entry fees are in Pounds Sterling and include VAT.

**Entries will not be accepted without payment of the appropriate fees.**

Tickets to allow guests access to dinners and other functions, may be purchased separately from the Organisers at Documentation.

**Important** – Only Tour Britannia pass holders will be able to enter circuits, special test venues, support areas and event functions.

## 6.6 **Licences**

All UK crew members must hold a MSA Rally, Non-Race national B licence (or higher). Non UK competitors must hold a National rally licence (or higher) issued by their ASN valid for competing abroad.

## 6.7 **“Bring a Friend” loyalty scheme**

Any previous Tour Britannia competitor will receive a Tour Britannia-branded Fortis watch, approximately £1,000, for every competitor they successfully introduce who are new to Tour Britannia and start the 2010 event.

The newcomer’s entry form must have the “introducers” name in the appropriate box on their entry form when it is submitted to Tour Britannia. The watches will be distributed at Documentation on 7 September 2010.

## 6.8 Entry fees must be paid by either cheque to the Organisers, or by bank transfer to the Organisers’ bank:

NatWest  
PO Box 91  
1 Town Hall Buildings  
Bridge Street  
Banbury  
OX16 5YH  
England.

Sort Code:                    60-01-35  
Account No:                52045501  
Account Name:            Tour Britannia Ltd.  
IBAN:                        GB35NWBK60013552045501

IBAN BIC: NWBKGB2L  
SWIFT: NWBKGB2104X

When completing a bank transfer, please inform the Organisers by e-mail or fax that this has been done.

- 6.9 In the event of cancellation, the entry fees will be returned in full.
- 6.10 A competitor who withdraws will be refunded as follows:  
Before 12<sup>th</sup> July 2010 – all paid except £795 administration fee  
Before 9<sup>th</sup> August 2010 - all paid except £1,695 administration fee  
Withdrawals after 9<sup>th</sup> August 2010 will not be eligible for a refund.

## 7. Insurance

- 7.1 The entry fees include the insurance premium to insure the competitors and other parties as necessary against third party risks while taking part in such parts of the Event as take place on private lands or roads. The indemnity provided under this insurance is GBP £30,000,000 covering any one accident or incident. The cover is provided for such period as the Organising Permit is in force.
- 7.2 Drivers must have valid insurance, as is required by the UK Road Traffic Act, covering them against liability for both personal injury to, and damage to the property of, third parties on public road parts of the event. It is the entrant's responsibility to arrange such insurance and/or to extend existing insurance so as to comply with the requirements of the Road Traffic Act. Entrants and drivers will be required to sign and declare that they are covered by such insurance. Failure to do so will result in permission to start being refused.

If able to comply with all the points above the competitor simply signs on at Documentation.

If unable to comply, the competitor can obtain the appropriate insurance from Hagerty International Ltd at Silverstone Innovation Centre, Northants., NN12 8GX. Phone 01327 856 002, Fax 01327 856 001. This can be acquired in advance of the event or at Documentation.

This will provide competitors who need to use the Scheme with the Third Party Cover necessary to meet Road Traffic Act requirements on the road sections of the event. The basic rate for the event will be GBP £118.02, including Insurance Premium Tax (5%) and UK breakdown and roadside recovery insurance. (It is understood that all competitors who carry an annual policy with Hagerty International Limited at the start of the event are insured for the road sections of the event).

All new applicants wishing to use the Scheme must be able to comply with all points of the **Hagerty Insurance** declaration:

- Over 19 years of age
- Hold a driving Licence valid for the UK during the period of the event
- Not had more than 1 fault accident in the last 3 years
- No more than 3 speeding points on licence
- No other material facts

- 7.3 The Organisers decline any liability for any breach of the laws and regulations of the UK during the event. Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and shall declare to the Organisers particulars of any accident or incident from which liability may arise and shall have no claim against the Organisers arising out of the accidents of the Organisers, or their servants or officials during the course of the Event.

- 7.4 Entrants and drivers will be required to sign the following declaration:

*"I declare that:*

*1. I have been given an opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and*

*agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.*

*2. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.*

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

*4. Any application form for a Licence which was signed by a person under the age of 18 years was countersigned by that person's parent/guardian/guarantor, whose full names and addresses have been given.*

*5. If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Section Z.*

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

*I declare that I hold a full valid driving licence."*

## **8. Crew**

8.1 The crew may comprise two, three or four members. Each member must hold at least a National B licence. **Competitors are urged to apply for their competition licences as early as possible. Only in exceptional circumstances and with the prior agreement of the Organisers will licences be available at Documentation.**

8.2 The third or fourth crew members may leave the vehicle temporarily or permanently provided permission has been received from the Clerk of the Course.

## **9. Tyres**

9.1 All tyres used throughout the event must be legal for road use in the UK.

## **10. Fuel**

10.1 At any time during the event, cars may only be refuelled in the designated areas in the Service Parks or in a commercial filling station.

## **11. Safety, Safety Equipment**

11.1 Copies of the Tour Britannia Health & Safety Manual will be available on request at Documentation.

11.2 Crash helmets and fire-resistant racing suits are not mandatory in Regularity.

11.3 Competitors are reminded of MSA Regulation H148 which applies at the speed venues:

*“Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other, with means to secure them on display for oncoming Competitors. 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. 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. All following cars must also stop and the second car arriving at the scene must inform the next radio point. Subsequent cars must leave a clear route for emergency vehicles. The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances. 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. In the case of an accident where medical intervention is not required, the OK sign must be clearly shown to following vehicles. If the crew leave the vehicle, the OK sign must be left clearly visible to other Competitors. Any crew failing to comply will be subject to a penalty at the Clerk of the Course’s discretion. Competitors who misuse the SOS or OK signs will be penalised and may be reported to the MSA for further action.”*

Competitors will be supplied with an “SOS / OK” sign in the back of their Road Book for this purpose.

## **12. Noise**

- 12.1 All cars must be legal for use on the public highway.
- 12.2 At race circuits and special tests, cars must comply with MSA Regulation Art. C(b)24, Section A, i.e. 105 dB(A) at 0.5 metres at  $\frac{3}{4}$  maximum rpm.
- 12.3 Noise checks **will** be carried out at Scrutineering and may be carried out at the entrance to the circuits and tests.
- 12.4 Changes may not be made at any point during the event to the exhaust system that was presented and approved at Scrutineering except for structural repairs, replacement by identical components or repacking to keep the noise at the required level.

## **13. Time, Speed & Distance equipment (TSDE)**

- 13.1 Any form of supplementary TSDE is permitted, so long as it is affixed to the vehicle and in open view of Officials at Controls.

However, to preserve the spirit of historic rallying, to allow cars to retain their period appearance and to avoid obliging competitors to modify their original cars, certain categories of TSDE are subject to additional penalties on **regularity sections taking place at speed venues and on public roads**, as shown below:

(a) Cars using only TSDE **originally fitted as standard** (documentary evidence will be required at scrutineering) - no penalty.

(b) Mechanical or semi-mechanical trips (e.g. Halda Speedpilot, Tripmaster and Twinmaster; AIFAB Gemini; Belmogtwin; Autostorica/Brantz Retrotrip) - no penalty.

(c) Single display electronic tripmeters registering distance only (e.g. Brantz 1; Terratrip 1), dual display electronic tripmeters registering distance only (e.g. Brantz 2; Terratrip 2) - no penalty.

(d) Electronic tripmeters registering more than just distance, average speed computers or any clock which performs an average speed function (e.g. by bleeping when a particular distance is due) or a vehicle fitted with two supplementary tripmeters complying with Category (b) or (c) above, or any tripmeter capable of running with two independent calibrations (e.g. Oldtimer Retrotrip) - penalised 5 seconds per Timing Point.

(e) Electronic tripmeters registering more than just distance, average speed computers or any clock which performs an average speed function (e.g. by bleeping when a particular distance is due) - penalised 15 seconds per Timing Point.

The above will apply to all TSDE fitted to the car, irrespective of whether it is connected or useable, unless confirmed at scrutineering and approved by the Clerk of the Course.

Hidden or pocket tripmeters, average speed calculators and other devices which aid maintenance of a fixed speed are prohibited and will be penalised according to 13.7 below.

Competitors will be required to declare what TSDE is to be carried in their vehicle at Scrutineering.

The above penalties will be applied to the whole event even if the device concerned is only installed for, or operational for, part of the event.

The total penalties for the number of Timing Points on each leg will be levied at the first control of that leg.

- 13.2 Timepieces: Any form of digital or analogue timepiece (timing being its only function), whether hand-held or fitted to the car, is permitted.
- 13.3 Computers: Any electronic computing device e.g. laptop or hand-held computer, or personal organiser, must be carried in the car's luggage compartment in a closed suitcase or bag, and their usage on the course of the event is prohibited.
- 13.4 Telephones: Mobile telephones, either cellphones or satellite phones, must be declared to the Organisers, together with their telephone number. They may be used only when the vehicle is stationary and not in a Control Area. Using any communications equipment to transmit or receive information about the event, other than to or from the Organisers, is prohibited.
- 13.5 Other Equipment: The use of other navigation or communications equipment, e.g. satellite navigation units, tracker beacons, GPS receivers, two-way radios or intercoms is prohibited.
- 13.6 The Organisers will establish checks during the event to check adherence to the provisions of this article.
- 13.7 The penalty for using any undeclared equipment, prohibited equipment or misusing permitted equipment in this article is 30 minutes.
- 13.8 Competitors will be given a map in their Final Instructions of a sample trip calibration route, located close to Documentation.
- 13.9 All Road Book distances will be expressed in miles.

#### **14. Competition numbers, plates**

- 14.1 The Organisers will supply:
  - a) numbers on a panel 29.7cm high x 42cm wide which must be fitted to each side of the car.
  - b) one plate to be fixed to the front of the car.If, due to the size or shape of a car, it is necessary to cut these plates, all the elements must be affixed to the car.

- 14.2 The entrant of a car having a historical association with a certain competition number may apply to the Organiser to use such number. This must be requested at the time of entry.

#### **15. Advertising**

- 15.1 The Organisers' advertising is obligatory and will be detailed in a bulletin.
- 15.2 No advertising of tobacco products is permitted. However, a specific vehicle which itself, in period, carried such advertising may be accepted subject to approval by the Organisers.

15.3 Each car must carry, on both sides, identification of the Historic Sports Car Club, which will be supplied.

## **16. Scrutineering**

16.1 Scrutineering will take place at Doubletree by Hilton hotel, Chester, in the morning of Tuesday 7<sup>th</sup> September. Individual times will be specified in a Bulletin.

16.2 Competitors must present the forms as itemised in 5.2 above and any obligatory safety equipment. MSA chassis seals will be fitted to each car.

16.3 Transponders will be fitted at Scrutineering. These will be removed at the finish. If you retire from the event you **must** return the transponder to an official of the event. Competitors will be required to give a credit card guarantee for the return of their transponder.

## **17. Documentation**

17.1 Competitors will be issued with a check-list of papers necessary for Documentation in the Final Instructions.

17.2 Competitors will receive a Tulip-style road book, time cards, circuit and test diagrams and other information to define the route. Detailed maps will not be required.

## **18. Running of the Event**

Between the Time Controls at the entrance to and exit from each circuit, the competitors will be under the jurisdiction of the Race Director and his assistants. At all other times the competitors will be under the jurisdiction of the Clerk of the Course.

## **19. Start**

19.1 The event will start from the Doubletree by Hilton hotel, Chester. Individual start times will be published at 11.00 on Tuesday 7<sup>th</sup> September.

19.2 Cars will start at one minute intervals according to the order shown in the start list.

## **20. Liaisons**

20.1 The maximum average speed which may be imposed on a competitor in the United Kingdom is 30mph (60mph on motorways). The liaison sections in Tour Britannia will therefore be very relaxed. The Organisers will act upon all reports of dangerous or careless driving and may impose a penalty in addition to any imposed by the police. Judges of Fact will be appointed to undertake this duty; their names will be notified via the Official Notice Board.

20.2 To ensure competitors adhere to the route approved by the MSA and the various police authorities, Passage Controls will be established. Some may be 'secret'. Failure to visit a Passage Control will incur a penalty of 5 minutes.

20.3 Except where stated otherwise below, all time penalties will be applied according to MSA Regulation Article Chart H212.

20.4 Liaison sections will start and end with a Time Control. A time will be given to complete the section. Any lateness of up to 30 minutes per leg will be unpenalised. Early arrival will be penalised by 10 seconds per minute.

20.5 Lateness over target between time controls is cumulative and cannot be regained. When cumulative lateness exceeds 30 minutes, a penalty of 5 minutes will be applied. Cumulative lateness will be reset to zero at the start of each day. Each time control missed will entail a penalty of 5 minutes and maximums will be applied for each race or competitive section missed.

20.6 Time Controls will close 30 minutes after the due time of the last car.

20.7 At certain controls, which will be clearly indicated in the Road Book or in a bulletin, competitors may check in early without penalty.

- 20.8 Where possible, speed limits and speed camera locations will be indicated in the Road Book.

## **21. Regularity Sections - Race Circuits**

- 21.1 Immediately after booking in at the circuit "In Control", crews should proceed directly to the pre-test assembly area and await instructions from officials.
- 21.2 Crews will be allowed onto the circuit in a group and will then complete one full lap (from entering the circuit to the second crossing of the Timing Line) followed by a flying familiarity lap. At the end of this lap the leading car and all subsequent cars will be shown a waved green flag.  
The two following (third and fourth) laps will be timed and the difference between them will be penalised at the rate of 0.1 seconds per 0.1 seconds difference.

These two laps must be completed at an average speed of between 29 mph and 50 mph. The corresponding lap times at these speeds will be indicated in the Road Book.

At the end of the fifth lap, the cars leave the circuit according to the instructions in the Road Book. Failure to complete the five laps as laid out above, covering extra laps or recording a difference penalty of three minutes or more, will entail a maximum penalty of three minutes.

Flag signals, supplemented or replaced by lights at some circuits, will be used as per the General Regulations. A **yellow flag** means no overtaking from the point where the yellow flag is first shown to the point where the green flag is shown. A **red flag** means slow down, prepare to stop, stop racing, no overtaking and return to the grid and follow the instructions of the officials.

- 21.3 Driving Standards Observers will be located around the course. Anyone reported driving in an inappropriate manner will be reported to the Clerk of the Course who may apply a penalty which may go as far as exclusion.

## **22. Regularity Sections – at Speed Venues**

- 22.1 Regularity sections will be held at each speed venue and may be run twice. Competitors may be required to start at 30 second intervals.
- 22.2 There is always an ideal time of 3 minutes between the Arrival Time Control and the start of a Test. After competitors have checked in, they must proceed directly to the start line and be ready to start the section when instructed to do so. The area between the Time Control and the section start is deemed Parc Fermé and the only work allowed to be carried out is to change a punctured tyre.
- 22.3 The Sections will be run at average speeds not exceeding 30 mph and will be timed to the second. From the start line, competitors must proceed along the defined course and at the required average speeds.

During each section there may be a secret Regularity Control (RC). The RC will be located at one of the tulip diagrams in the section route instructions.

The RC will be marked by a large red control board and a white line across the road. The crew, on seeing the Regularity Control, must stop with front and rear wheels either side of the line. The marshal will then mark the time on the competitor's time card and once this is done they may continue.

Competitors will be timed again as they cross the Flying Finish line and must stop at the Stop line.

The timed sections are from the Start to the RC and from the RC to the Finish. i.e. there is an ideal time from the start of the section to the RC and an ideal time from the RC to the Finish. If time penalties are incurred at the RC, they cannot be recovered. The competitors arrival time at the RC is also their departure time for the second sub-section. The time spent while the marshal makes the necessary time card entry has to be caught up. As the section is not on the public highway the distance between timing points may be less than 2 miles.

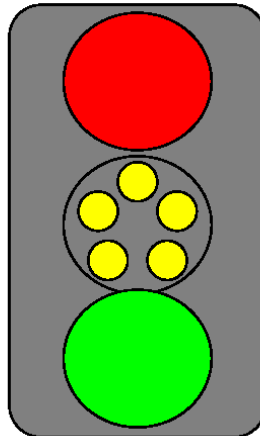
Early or late penalties at each timing point will be applied at a rate of one second per second different from the ideal time.

22.4 The maximum penalty of 90 seconds will be applied for completing the Section incorrectly, i.e. not following the course, striking any course markers or making a jump start.

22.5 Start Procedure:

a) The starting procedure for Regularity Sections not held at permanent speed venues shall be by traffic lights in accordance with the following sequence.

- With 15 seconds to go, the Red light comes on.
- With 10 seconds to go, the Red light stays on and the five Amber lights come on.
- With 5 seconds to go, the Red light goes out.
- From 5 seconds to zero, the Amber lights count down the last 5 seconds.
- At zero seconds, the Green light comes on to signal go. The clock begins to count your time at this point.
- The green light remains on for 5 seconds



b) The start procedure for Regularity Sections held at permanent speed venues shall be as follows:

- The marshals at the start of the section will align the car with the start line.
- A set of lights will have a Red & Green light
- The Red light is to signal that the course is not ready for your run
- The Green light is to signal that the course is ready for your timed run; you may proceed within 10 seconds of this light coming on. The clock begins to count your time when you go through the timing beam at the start line, not when the green light comes on.

### **Regularity Sections – on Public Roads**

22.6 On each public road, regularity section competitors will be required to navigate from the route instructions without the benefit of arrows while maintaining the required average speeds.

The route instructions will take the form of tulip diagrams which can be followed without the need for a map. The Road Book will show the points at which the route instructions start and finish.

The average speeds to be maintained will be 30 mph or less.

The route instructions for each section will be issued at designated time controls in the Road Book.

Competitors will start each Regularity Section at one minute intervals.

During each section there will be one or more secret Regularity Controls (RCs). Each RC will be located at one of the tulip diagrams in the route instructions.

The Regularity Controls will be separated by at least two miles so competitors always have time to settle into their required average speeds. The Regularity Controls will be marked by a large red control board and a white line across the road. The crew, on seeing a Regularity Control, must proceed without stopping, and then stop with front and rear wheels either side of the line. The marshal will then mark the time on the competitor's time card and once this is done they continue.

The timing runs from control to control, i.e. there is an ideal time from the start of the section to RC1, and an ideal time from RC1 to RC2 etc. So if you incur time penalties at RC1, they cannot be recovered. Your arrival time at RC1 is also your departure for the next sub-section, so the time spent while the marshal makes the necessary time card entries has to be caught up – but remember there will not be another control for at least two miles so there is no need to speed unnecessarily.

Early or late penalties at each RC will be applied at a rate of one second per second difference from the ideal time.

Missing a RC, a wrong direction of approach to or departure from a RC, or exceeding a penalty of 90 seconds at a RC, will incur a maximum penalty of 90 seconds.

The end of the regularity section will be marked in the road book and by a sign at the side of the road although there will not be a control point here. From here you simply continue on to the next venue as normal.

Remember this section is on public roads. The average speeds set will be easily achieved if you drive in a normal safe road fashion. Please also remember there may be oncoming cars, farm vehicles, horses, dog-walkers, cyclists etc – please drive with care and courtesy.

If you visit all the controls from the correct direction and are on time to the second you will collect zero penalties.

## **23. Replacement Cars**

- 23.1 Competitors may introduce a “replacement” car fully complying with the regulations, on a subsequent day of the event, if the original vehicle fails.
- 23.2 The Competitor must advise the Clerk of the Course – Regularity on the evening before the day they wish to introduce the ‘replacement’ car. The ‘replacement’ car must pass Scrutineering before starting competition. . A fresh MSA chassis seal will be fitted by the Scrutineers.
- 23.3 A competitor who uses a “replacement” vehicle will not be eligible for any awards.
- 23.4 A five minute penalty will be incurred when a competitor uses a “replacement” car.

## **24. Support**

Support cars are forbidden in the Regularity category.

## **25. Parc Fermé**

- 25.1 There will be no overnight Parc Fermé. The Organisers will establish an overnight park where cars may be left. Security will be provided but the Organisers accept no responsibility for any loss or damage.

## **26. Classifications & Results**

- 26.1 The classification will be determined by adding the time penalties incurred at the Regularity sections to any other time penalties.

## **27. Protests**

- 27.1 Any Protests must be lodged in accordance with Section C(d) 45-56 of the MSA General Regulations.

## **28. Awards**

