

Tour Britannia 2012 – Supplementary Regulations Competition & Targa Britannia Categories

1 DESCRIPTION

- 1.1 Tour Britannia, a Race Tour, will start at our HQ hotel on Thursday 7 June 2012 and finish on Saturday 9 June 2012. The total distance will be approximately 450 miles. The event will comprise of liaisons, races and speed tests.
- 1.2 Tour Britannia is a National B event with FIA Authorised Foreign Participation. Competitors must be a member of the Historic Sports Car Club (HSCC). Membership of the HSCC for the duration of Tour Britannia is included in the entry fee.
MSA Permit No: TBA
FIA Visa No: TBA
- 1.3 Event HQ will be at Ridding Park Hotel, Follifoot, Harrogate, North Yorkshire, HG3 1JH. From Wednesday 6th to Friday 8th June 2012 and at our North Midlands HQ hotel until 09.00 hrs on Sunday 10 June 2012.

2 REGULATIONS

Tour Britannia is held under the General Regulations of the UK Royal Automobile Club Motor Sports Association (MSA) [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
Early Bird	Entries close.
Standard Rate	Entries close
Entries Close	
Entry List Published	
Scrutineering & Documentation	
First Stewards' Meeting	
Publication of Start List	
Start Leg 1	
End of final leg	
Final Scrutineering	
Publication of Provisional Results	
Prize Presentation	

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 26 88 88
Fax: +44 (0)1295 26 88 28
E-mail: info@tourbritannia.com
Website: www.TourBritannia.com
- 4.2 **Organising Club**
The Historic Sports Car Club

Silverstone Circuit
Nr.Towcester
Northamptonshire
NN12 8TN, England.

4.3 Stewards of the Meeting

To be advised.

4.4 Key Officials

Secretary of the Meeting	Sporting Director	Alec Poole
Clerk of the Course – Regularity		Andy Gibson
Race Director		Grahame White
Event Co-ordinator		Mike Taylor
Health & Safety Officer		Sue Sanders
Chief Timekeeper		Gethin Rees
Chief Results' Officer		Ron Jackson
Chief Scrutineer		Peter Riches
Event Scrutineer		Mike Harris
Media Officer		Peter Hughes
Competitor Support		Carmel Poole

5 ELIGIBILITY & CLASSES

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

5.2 Cars with an FIA Historic Technical Passport (HTP) or Historic Vehicle Identity Form (HVIF) are eligible for the event or at the Organisers' discretion. Owners of other cars should contact the Organisers to discuss eligibility. All cars must comply with MSA race safety regulations.

5.3 Technical queries should be addressed to the Chief Scrutineer, Peter Riches: RichesST@aol.com

5.4 Competition Classes

Class 1 FIA Period A B C & D	Up to 31/12/46
Class 2 FIA Period E	1/1/47 -31/12/61
Class 3 FIA Period F	1/1/62 -31/12/65 under 2000cc
Class 4 FIA Period F	1/1/62 -31/12/65 over 2000cc
Class 5 FIA Period G & H	1/1/66 -31/12/76 under 2000cc (except Porsche 911s)
Class 6 FIA Period G & H	1/1/66 -31/12/76 over 2000cc (except Porsche 911s)
Class 7 FIA Period I	1/1/77 -31/12/81 under 2000cc
Class 8 FIA Period I	1/1/77 -31/12/81 over 2000cc
Class 9 FIA Period G, H & I	1/1/66 -31/12/81 Porsche 911s under 2000cc
Class 10 FIA Period G, H & I	1/1/66 -31/12/81 Porsche 911s over 2000cc

5.5 Targa Britannia Category

Additionally there will be an Invitation Category for modern GT cars called Targa Britannia. The event is open to road legal cars, which must comply with MSA race or FIA GT4 safety regulations. A roll cage, full safety belt harnesses, front & rear towing eyes and 5 Kg fire extinguisher must be fitted. All other items must either be as supplied by the car's manufacturer in standard form or, if changed, must be in compliance with FIA GT4 regulations. On application, the Organisers will consider inviting other comparable cars. The Targa Britannia awards are totally separate to the rest of the Tour Britannia awards.

5.6 Corinthian Spirit Class

The first competitor overall who drives his / her competition car to the Start, has no backup Support during the event and does not give any spares or tools to any third party to carry on their behalf, will win the Corinthian Trophy. This supplementary award will not impinge on any other prizes.

To be eligible for this “self sufficient” award, while not critical, Competitors should mark the appropriate Entry Form box, but it is important the Scrutineers are advised accordingly at Documentation.

Corinthians will be given a supplementary identification sticker to be placed alongside their door numbers for easy identification.

The Organisers expect the Corinthian entrants to discipline their own eligibility in the spirit of the award.

6 ENTRIES

6.1 Dates

Entries Open: On publication of these Regulations
Entries Close: Tuesday 8th May 2012.

6.2 The total number of entries will be a mix of 110 between the Regularity, Competition and Targa Categories.

6.3 Signed entry forms must be submitted with the appropriate entry fee to the address above in Article 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 Thursday to Saturday and prize-giving ceremony at the Finish including drinks.

A Support car plate, Support Book and two Support passes are also included in the entry fees.

All entry fees are in Pounds Sterling and include VAT applicable at time entry submitted.

The following entry fee cut off points will be strictly adhered to:

Early Bird Entries - Before Monday 19 December 2011 - £3,400.00

Standard Entries – £995.00 deposit and balance of £2,805.00 before 8 May 2012.

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

Tickets to allow Support crew members or other 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.

6.7 Entry fees must be paid either by 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.

- 6.8 In the event of cancellation of the event the entry fees will be returned in full.
- 6.9 A competitor who withdraws will be refunded as follows:
Before 8th May 2012 – all paid less £250 administration fee.
Between 9th May and 6th June 2012 -all paid less £500 as the Organisers will have committed numbers to the booked functions and venues in that period.

7 LICENCES / CREW

- 7.1 The crew must comprise of two members.
- 7.2 The first driver must hold a Race Competition Licence of National B grade.
- 7.3 The co-driver must hold a Rally Non-Race National licence.
- 7.4 If the co-driver wishes to drive on any of the stages and not the race(s), a Rally National B Stage licence is required. If they wish to drive in any race they must have the same licence compliance as the first driver specified above.
- 7.5 The licences specified above are minimum requirements. Higher grade versions are automatically acceptable.
- 7.6 Non UK competitors must hold a national competition licence issued by their ASN equivalent to the MSA status above valid for competing abroad.
- 7.7 Please note that for licence upgrading purposes, the Race Director will give drivers signatures who complete races to his satisfaction. Co-drivers with National B non-race licences and who are classified as finishers can obtain an upgrade signature from the Clerk of the Course.
- 7.8 The co-driver must be on board the competing car for all the road sections and stages. The driver only stays on board during the circuit race.

8 INSURANCE

- 8.1 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.

- 8.2 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.

When Entrants and Drivers sign-on at Documentation part of the declaration incorporates a paragraph that they are covered by such insurance. Failure to do so will result in permission to start being refused.

- 8.3 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, servants or officials during the course of the Event.

- 8.4 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 prejudicially affect 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 is not present there must be a representative who must produce a written authorisation to so act from the Parent/Guardian/Guarantor as appropriate.

I declare I hold a full valid driving licence and I have valid road insurance per Article 7.2 of the Supplementary Regulations.

9 TYRES

- 9.1 The make, type and size of tyre to be used throughout the event are free, up to a maximum quantity of eight (8).
- 9.2 The wheel diameter and rim width must be in compliance with the vehicle documents specified in Article 5.2 or as fitted to the original car. The tyres must fit safely on these wheels and no modifications to the suspension or bodywork are allowed in order for the tyres to be used in competition. No wheel spacers are permitted unless specified on the papers in Article 5.2.
- 9.3 All the tyres must be legal for road use in the UK.
- 9.4 All tyres to be used must be presented at Scrutineering, along with the Tyre Declaration Form, for approval. Each tyre to be used will be marked with the car and tyre number.
- 9.5 In exceptional circumstances, the Chief Scrutineer may authorise, at his sole discretion, replacement tyre(s). Should this happen, they will be marked as in Article 9.4.
- 9.6 The tyre marking will be checked in the Assembly Area before each race and at random during the event. The use of any unmarked tyre at any point of the event will entail a penalty of 30 minutes.

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 Seat belts complying with MSA Regulation Article Q 19.14.2 et al must be worn by all occupants of the car during all circuit races and competitive sections.
- 11.3 Competitors must wear Flame-Resistant Overalls, which shall cover the arms, legs and the torso up to the neck, during the circuit races and competitive sections, in compliance with MSA Regulation K.9. Also per MSA Regulation Article Q 10.1 (c), the use of flame-resistant gloves, balaclava, socks, shoes and underwear is strongly recommended.
- 11.4 Competitors must comply with MSA SOS / OK Board procedure which applies at the speed venues and is outlined in Regulation R 25.4. Competitors will be supplied with an "SOS / OK" sign in the back of their Road Book for this purpose.

12 NOISE

- 12.1 Noise checks **will** be carried out at Scrutineering and throughout the event. Noise regulations will be strictly enforced to comply with the terms of the rental of the various speed venues. Anyone above the limit will not be allowed to start or if they fail a test during the event they will be obliged to have the car rectified before they can continue on the event.
- 12.2 At race circuits and special tests, cars must comply with MSA Regulation Art. J Chart

5.18, i.e. 105 dB(A) at 0.5 metres at ¾ maximum rpm.

12.3 All cars must be legal for use on the public highway.

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 ROAD BOOK CALIBRATION

13.1 Competitors will be given a map in their Final Instructions of a sample trip calibration route, located close to Documentation.

13.2 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 and
- b) two rally plates -one to be fixed to the front of the car and the other to the rear.

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.

15 ADVERTISING

15.1 The Organisers' advertising is obligatory and will be detailed in the Final Instructions.

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 identification of the Historic Sports Car Club, which will be supplied, on each side.

16 SCRUTINEERING

16.1 Scrutineering will take place at our HQ hotel on Wednesday afternoon 6 June from 15.00 until 18.00 hrs. Individual times will be specified in the Final Instructions. MSA chassis seals will be fitted to each car.

16.2 Competitors must present the forms as itemised in Article 5.2 above and any obligatory safety equipment.

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.

16.4 Competitors are reminded that all competing cars must carry Spill Kits to comply with MSA regulations throughout the event.

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 while useful will not be necessary.

17.3 There will be a compulsory general Briefing at 19.30 hrs on Wednesday 6 June at the HQ Hotel. Failure by at least one crew member to attend will entail a penalty of 5 minutes.

17.4 Mobile telephones are permitted. Competitors will be asked to confirm the Co-driver and Driver's mobile telephone numbers at Documentation so they can be contacted during the event. Any information transmitted in this way should be regarded as advisory. The Notice Board is the official communication medium.

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 our HQ hotel. Individual start times will be published at 20.30 hrs Wednesday 6th June.

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 official 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 R.32.2.

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 1 minute per minute early.

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 RACE CIRCUITS

- 21.1 Immediately after clocking in at the circuit "In Control", crews will have a minimum of 10 minutes to prepare their cars for the practice sessions and race.
- 21.2 Crews will be informed of their required time in the pre-race assembly area.
- 21.3 After leaving the assembly area, cars, with only the driver on board, will proceed immediately onto the circuit where they will begin practice according to the instructions of the officials. When signalled to do so, they will start their practice session. On the slowing down lap, yellow flags will be displayed and all competitors must come to a stop before the starting grid. They will then be called forward by officials to take up their grid positions.
- 21.4 Any crew arriving late at the assembly area may join the practice session at the discretion of the Race Director. In such case, that competitor's session will terminate after the first car has completed its practice session.
- 21.5 Any crew arriving so late at the assembly area as to be unable to complete three laps of practice will be given the maximum time for that race, except at the discretion of the Race Director.
- 21.6 There will be an optional Prologue in the Rudding Park grounds to determine the grid positions for Race 1 after Documentation on Wednesday evening 6 June. Those who choose not to avail of the opportunity will be seeded towards the back of the grid in descending order of engine capacity. Grid positions for subsequent races will be according to overall positions at the end of the previous Leg. The Race Director may reposition any car for safety reasons at his discretion or determine that the start shall be behind a Safety Car.
- 21.7 The races will be for a specified number of minutes rather than a certain number of laps. The duration of each race will be specified in the Final Instructions. The race will be considered to have finished when the leading car crosses the finish line as soon as the specified number of minutes is complete, or when the chequered flag is shown. In exceptional circumstances, the Race Director may change the number of minutes for the races at his discretion.
- 21.8 If a race is stopped before two laps have been completed it will be declared "no contest" and all cars that are able to do so will restart from their original grid positions and race over the full original distance.
- 21.9 If a race has to be stopped after the leader has completed more than two but less than four laps, it will be considered as the first part of a two part race. The classification for part one will be taken one full lap before the first car has been shown the red flag and only cars moving under their own power at the time of display of the red flag will be classified. The new race will take place over the original scheduled time less the time taken by the leader at the point when the race was stopped. The grid will be based on this classification and the final result will be the order of finishing part two. For results purposes, the elapsed times of the two parts will be added and penalties calculated according to Art. 21.11. The Race Director may order that the duration of the second part may be of a shorter time than that originally scheduled or abandoned altogether. Restart procedure will be according to MSA Article G24.
- 21.10 If a race has to be stopped after the leader has completed 4 laps or more it will be considered to have finished. Penalties will be calculated according to Article 21.11.
- 21.11 Each car will be given the time it has taken to complete the race distance. However, a car which has been lapped will be considered to have finished once it passes the stop/finish

line. In this case its time will be calculated as an average of its lap times. For example, if the fastest car in its grid has completed 8 laps in a time of 15m 30.0s, then a car which has only completed 7 laps in, for example, 16m 00.0s will be given a time of
 $16m\ 00.0s / 7 \times 8 = 19m\ 17.1s$

21.12 In addition, each car which completes less than the number of laps completed by the winner of that race will be given an extra penalty as follows for each lap not completed:

1 st lap	10 seconds
2 nd lap	40 seconds
each subsequent lap	60 seconds

21.13 The maximum time at any race circuit will be that of the winner (both races combined) plus 15 minutes. A competitor exceeding the maximum after the application of Article 0
1
21.11 and 21.12 above will be given the maximum time.

21.14 In all cases where races have been stopped early, the Race Director may apply a time to each car which he considers the fairest at his discretion.

21.15 After the race, cars will again enter the Service Area where they will have a minimum of 10 minutes before checking out of the circuit.

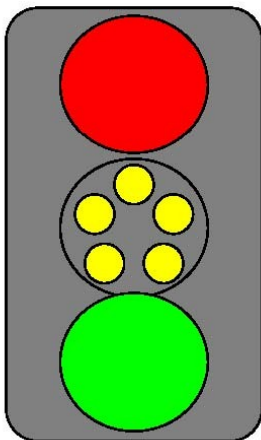
22 COMPETITIVE SECTIONS

22.1 Cars will start the timed stages from a standing start.

Start Procedure:

a) The starting procedure for stages 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.
- 0 • With 10 seconds to go the Red light stays on and the five Amber lights come on
- 1 • With 5 seconds to go the Red light goes out.
- ← • From 5 seconds to zero the Amber lights count down the last 5 seconds.
- 0 • At zero seconds the Green light comes on to signal go. The clock begins to count your time at this point.
- 1 • 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 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
- 0 • The Green light is to signal that the course is ready for your timed run; you
- 1 may proceed within 10 seconds of this light coming on. The clock begins to
- 2 count your time when you go through the timing beam at the start line, not
- 3 when the green light comes on.

22.2 A jump start will incur a penalty of ten seconds plus the amount of time gained.

22.3 Crews must follow the stage route described in the Road Book in its entirety.

22.4 It is forbidden to travel in the reverse direction on a Competitive Section.

22.5 Competitive sections will end with a flying finish denoted by a red board. Crews must immediately slow and proceed to the stop line where their time will be entered on the time card.

22.6 The penalty incurred will be the time taken to complete the section. A maximum penalty will be designated for each section.

22.7 Reconnaissance is strictly forbidden except where expressly permitted by the Organisers. The use of any notes, maps, or diagrams other than those supplied or approved by the Organisers is forbidden. However, commercially available maps may be freely used throughout the event. The penalty for non-compliance is at the discretion of the Clerk of the Course and may go as far as exclusion.

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 Competition 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 two minute penalty will be incurred when a competitor uses a “replacement” car. This penalty will not be applied if the competitor has already accrued a maximum penalty on a speed test or race

24 SUPPORT

Only registered support vehicles will be admitted to the service parks.

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 race circuits and at the other competitive sections to any other time penalties.

26.2 A separate Index of Performance classification will be drawn up and advised via the Official Notice Board. A factor will be determined for each car in the Competition Category and its total penalties will be multiplied by this factor.

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

28 AWARDS

1st in Index of Performance Periods A to I	The Tour Britannia Trophy & Replica
1st in Scratch Periods A to F	A Major Trophy & Replica
1st in Scratch Periods G to I	A Major Trophy & Replica
1st in Targa Britannia	A Major Trophy & Replica

The four major trophy award winners above will not be eligible for class awards.

1st in Class	2 Trophies
2nd in Class (if 3 or more starters)	2 Trophies
Corinthian Spirit Class	A Major Trophy & Replica
“Competitors’ Choice” Concours	A Trophy (Regularity or Competition)
“Hardest Trier” Award	HSCC Trophy (Regularity or Competition)

A Driver of the Day award (in Regularity or Competition) will be presented each evening during dinner.

Additional awards may be announced in a bulletin.

29 ACCOMMODATION
Accommodation is not included in the Tour Britannia entry fee. However, the Organisers have “frozen” a number of rooms at the HQ Hotels for competitors.

Competitors who wish to reserve accommodation at the HQ Hotels should quote the dossier number which they will be given when their entry form is received by the Organisers (to show they are bona-fide Tour Britannia competitors). The HQ Hotels will release these rooms on a “first come, first served basis”.

SUMMARY OF PENALTIES

COMPETITION EVENT

(See Regulations for full text of Articles)

Ref	Description	Penalty
9.6	Use of any unmarked tyre	30 mins
11.4	Failure to display SOS/OK board	Discretion of CoC
12.1	Failing noise test before Event Start	Start declined
12.1	Failing noise test during Event	Prevented from continuing until passed
17.3	Failure to attend the briefing	5 mins
20.1	Dangerous or careless driving	Discretion of Organisers
20.2	Missing a passage control	5 mins
20.3	Penalties other than specified in ASRs	As MSA Regulation R.32.2
20.4	Early at a Time Control	1 min per min
20.4	30 mins or less Cumulative lateness	None
20.5	Cumulated lateness greater than 30 mins	5 mins
20.5	Missing a time control	5 mins
20.5	Missing a stage or race	Maximum as specified
21.5	Arriving too late for race practice	Maximum as specified except at discretion of CoC (Race)
21.11	Completing full race distance	Time taken
21.11 & 12	Less than race winner's number of laps	Pro rata adjustment plus: 1 lap short + 10 sec 2 laps short + 40 sec remainder short + 60 sec each
21.13	Calculation of Race maximum	Fastest time plus 15 mins
21.13	Over maximum time on a Race	Race Maximum as above
22.2	Jump start	10 sec + time gained
22.6	Stage penalty	Time taken up to stage maximum
22.6	Over maximum time on a Stage	Stage maximum as specified
22.7	Route reconnaissance	Discretion of CoC as far as exclusion