

Tour Britannia 2012 – Supplementary Regulations Regularity Category

1 DESCRIPTION

- 1.1 Tour Britannia, a Historic Road Rally, 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, regularity tests on public and private roads, plus optional special tests.
- 1.2 Tour Britannia is a National B event with FIA foreign participation allowed. 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
CAO Authorisation No: TBA
- 1.3 Event HQ will be at Rudding 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	

	09.00 Monday 19 th December 2011
	09.00 Tuesday 8 th May 2012
	09.00 Tuesday 8 th May 2012
	09.00 Friday 18 th May 2012
	15.00 to 18.00 Wednesday 6 th June 2012
	18.00 Wednesday 6 th June 2012
	19.30 Wednesday 6 th June 2012
	08.00 Thursday 7 th June 2012
	18.00 Saturday 9 th June 2012
	18.30 Saturday 9 th June 2012
	19.00 Saturday 9 th June 2012
	19.30 Saturday 9 th June 2012

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**

TBA

4.4 **Key Officials**

Secretary of the Meeting	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 **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 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.

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

5.5 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: 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 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 Thursday to Saturday and prize-giving ceremony at the Finish including drinks.

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 - £2,350.00

Standard Entries – £2,750.00. Deposit of £995.00 with balance of £1,755.00 before 8 May 2012.

Day entry fee (one day only) - £995.00

For a third or fourth crew member an additional fee of £495 per person is payable.

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 In the event of cancellation of the event the entry fees will be returned in full.

6.7 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.

6.8 In the event of cancellation, 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 All UK crew members must hold a MSA Rally, Non-Race national B licence. Non UK competitors must hold a National rally licence issued by their ASN valid for competing abroad. These are the minimum licence requirements.

7.2 The crew may comprise two, three or four members.

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

7.4 **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 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 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 recommended but not mandatory in Regularity.

11.3 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 $\frac{3}{4}$ 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 TIME, SPEED & DISTANCE EQUIPMENT (TSDE)

13.1 Use of a supplementary mechanical or electronic tripmeter is permitted, so long as it is affixed to the vehicle and in open view of Officials at Controls. Electronic tripmeters which display average speed are not permitted.

13.2 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, a separate award will be given to whichever competitor accumulates the least penalty points with a car running without an additional tripmeter. The onus of this is on Competitors to advise the Scrutineers accordingly at Documentation before the event starts.

13.3 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 13.9 below.

13.4 Timepieces: Any form of digital or analogue timepiece (timing being its only function), whether hand-held or fitted to the car, is permitted.

13.5 Computers: Any electronic computing device e.g. laptop, hand-held computer or personal organiser, must be carried in the car's luggage compartment in a closed suitcase or bag and their usage during the course of the event is prohibited.

13.6 Mobile telephones, either cellphones or satellite phones, may be used on the event but 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.

- 13.7 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.
- 13.8 The Organisers may establish checks during the event to check adherence to the provisions of this article.
- 13.9 The penalty for using any undeclared equipment, prohibited equipment or misusing permitted equipment in this article is 30 minutes. 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.
- 13.10 Competitors will be given a map in their Final Instructions of a sample trip calibration route, located close to Documentation.
- 13.11 All Road Book distances will be expressed in miles.
- 13.12 Competitors are encouraged to give the Organisers a mobile phone number at Documentation so they can be contacted during the event. Any information transmitted in this way should only be regarded as advisory. The Notice Board is the official communication medium.

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 5.3 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 competition 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. Time Cards will be issued at Briefing. 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 and / or the Clerk of the Course – Regularity.

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 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 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. Cars will drive to cross the timing line, then complete two familiarity laps.

From the end of the two familiarity laps, which will be the third crossing of the timing line, the two following 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 timed 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.

After the two timed laps (5th crossing of the timing line), cars must leave the circuit according to the instructions in the Road Book. Failure to complete the number of 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 can be located anywhere on the stage and may or may not be at one of the tulip diagrams in the section route instructions. The ideal time for the RC will be determined from the actual distance travelled from the start line and the designated average speed/s.”

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.

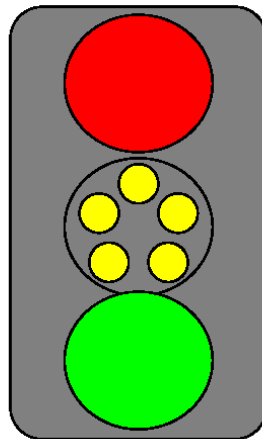
Early or late penalties at each timing point will be applied at a rate of one second per second different from the ideal time.

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.

22.6 Special Tests.

Optional Special Tests will be held at some venues for a separate award and do not count towards the normal Regularity Awards. The Special Test routes do not involve reversing. Diagrams and instructions for each Special Test will be detailed in the Road Book. They may be run twice and Competitors may be required to start at 30 second intervals.

Arrival procedures will be as detailed above in 22.2 and start procedure will be verbal and timing will be by stopwatch.

The competitor's aim should be to complete the test in as short a time as they can, correctly performing all manoeuvres as shown on the test diagram, although there will be no benefit in beating a minimum time based on an average speed of 30 mph from start to finish of the test. Penalties will be applied for striking marker cones or incorrectly performing required manoeuvres.

22.7 Regularity Sections – on Public Roads

On each public road section, Regularity Category 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 regularity sections 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 two minute penalty will be incurred when a competitor uses a "replacement" car.

24 SUPPORT

Support cars are forbidden in the Regularity category. In keeping with the ethos of regularity events and to encourage crews to be self-sufficient, Support personnel are not

allowed. However we still want to encourage friends, family and camp followers to come along and follow the event.

25 PARC FERME

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 CLASSIFICATION & 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

Best performance The David K Williams Trophy & Replica.

The David K. Williams Trophy winners above will not be eligible for class awards.

1st in each Class 2 trophies

2nd in each Class (if 3 + starters) 2 trophies

“Competitors’ Choice” Concours A Trophy (in 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 will 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 are 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

REGULARITY EVENT

(See Regulations for full text of Articles)

Ref	Summary of Description	Penalty
11.3	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 successful
13.9	Use of Undeclared or prohibited equipment	30 mins
17.3	Failure to attend briefing meeting	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 (TC)	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 regularity or consistency test	Maximum as specified
Circuits		
21.3	Stopping or slowing down before timing line	1 min per occurrence
21.4	Difference between slowest and fastest laps	0.1 sec per 0.1 sec early or late
21.5	Outside 29-50 mph on consistency test	1 min
21.6	Doing more or less than the specified number of laps	3 mins
21.6	Maximum penalty on a consistency test	3 mins
21.8	Driving in an inappropriate manner	Up to and including exclusion
Speed Venues Regularities		
22.6	Difference against ideal time	1 sec per 1 sec early or late
Special Tests		
23.3	Completing a Test within Target Time	Time taken
23.3	Completing a Test in less than Bogey Time	Bogey Time
23.2	Striking a penalty marker	10 secs per marker
23.2	Failure to stop astride finish line	10 seconds
23.2	Incorrectly performing a Test	Target Time
23.2	Maximum penalty on a Test	Target Time
Public Road Regularities		
24.7	Difference against ideal time	1 sec per sec early or late
24.8	Missing a Timing Point or wrong direction to or from a Timing Point	1 min 30 secs
24.8	Maximum Penalty	1 min 30 secs

