

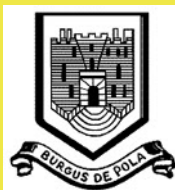


The **Bulldog**



International Rally of North Wales
23/24 March 2012

International Rally
Supplementary Regulations



www.bulldog-rally.co.uk

The Bulldog International Rally of North Wales Is Supported By :-





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INTRODUCTION FROM BULLDOG SECURITY PRODUCTS LTD

Once again it gives me enormous pleasure to welcome everyone to the Bulldog International Rally of North Wales, which incorporates The Bulldog Historic Rally, The Bulldog Challenge Rally, The Bulldog National Rally and The Bulldog Production Rally

We at Bulldog Security Products are proud to have supported The Bulldog Rally, organised by Wolverhampton and South Staffordshire Car Club, since the mid 1990's and it is always with a sense of great satisfaction that we note how well the event is received by the rallying fraternity. We are honoured that once again The MSA British Rally Championship and the Kololi Beach Club MSA British Historic Rally Championship have selected The Bulldog Rallies to be included in their championships.

In 2012 we have now consolidated with long term commitment of the event to the town of Welshpool. This, in association with the great stages that North Wales has to offer, will ensure that the event will be an outstanding event for everyone involved.

To all those involved in any of the events within The Bulldog International Rally of North Wales, especially the competitors, we wish you a safe and enjoyable event.

Ian Jordan
Managing Director
Bulldog Security Products Ltd.
Much Wenlock
Shropshire
TF13 6DH



Acknowledgements

Bulldog Security Products Limited of Much Wenlock

MSA British Rally Championship
MSA British Historic Rally Championship
The Royal Automobile Club Motor Sports Association of the United Kingdom
Welsh Association of Motor Clubs
Association of North Western Car Clubs
Association of West Midlands Motor Clubs
Welshpool Livestock Sales
Dolgellau Farmers Mart
Tristan Dodd
North Wales Police and Dyfed-Powys Police
Welshpool Tourist Information Centre
Welshpool Town Council
Powys County Council
Shukers of Ludlow
Forestry Commission - Wales

And the motor clubs and individuals who have contributed to the promotion, organising and running of the Bulldog International Rally of North Wales.



Bulldog International Rally of North Wales Supplementary Regulations Friday 23 and Saturday 24 March 2012

1 Introduction

1.1

Wolverhampton and South Staffordshire Car Club Limited will promote an International permit special stage rally on Friday, 23 March and Saturday, 24 March 2012. The rally will be run in compliance with the FIA International Sporting Code (and its Appendices), the 2012 FIA Regional Rally Championships Sporting Regulations, the regulations of the MSA British Rally Championship, the provisions of the National Sporting Regulations which comply with the FIA Regulations and these Supplementary Regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by the organisers or the stewards).

Additional information will be published in the Rally Guide 2 to be issued on Monday 12 March 2012. The regulations for the MSA British Rally Championship can be downloaded from www.rallybrc.co.uk and the 2012 FIA Regional Rally Championships Sporting Regulations from www.fia.com/sport/regulations

1.2

Road Surface of special stages will be 100% Gravel

1.3

The overall special stage distance will be approximately 96 Miles and a total distance of approximately 245 miles.

2 Organisation and Description

2.1 Championships Counted Towards

The 2012 MSA British Rally Championship – 2012/5320 incorporating -
The Citroën Racing Trophy
The Ford Fiesta Sport Trophy
Twingo Renaultsport R1 & R2 Trophy UK

2.2 Visa Numbers

MSA Permit Number – 69552

2.3 Organiser's Name, address and contact details

Wolverhampton and South Staffordshire Car Club Limited
c/o Nigel Bayley
18 Camborne Close
Congleton
Cheshire
CW12 3BG
United Kingdom
Tel: +44 (0)1260 271303
Email: secretary@bulldog-rally.co.uk
Web: www.bulldog-rally.co.uk



2.4 Organising Committee

As listed in Article 2.7

2.5 Stewards of the Meeting

Appointed by the ASN:

Rod Parkin (GB)

Appointed by the Organisers:

Nicky Moffitt (GB)

Appointed by the Organisers:

Rick Smith (GB)

2.6 Non-Applicable

2.7 Senior Officials

Rally Manager:

Kevin Witton

Clerk of the Course:

Kevin Witton

Deputy Clerks of the Course:

Andrew Kellitt

Gareth Thomas

Neil Porter

Tim Harding

Ray Smith

Jim Male

Deputy Rally Manager:

Richard Felgate

Assistant Clerk of the Course:

Nigel Bayley

Secretary of the Meeting:

Julie Kelly

Entries Secretary:

Peter Farrington

Chief Scrutineer:

Rab McDonald

Technical Commissioner:

Sue Bateman

Environmental Scrutineer:

Kevin Page

Event Safety Officer:

Dr. Martin Norton

Chief Medical Officer:

Mervyn Johnson

Spectator Safety:

Gethin Rees

Chief Timekeeper:

Paul Bunch

Media Accreditation:

Mike Broad

Competitors' Relations Officer:

Sandy Rice-Smith

Secretary to the Stewards:

Harold Hicken

Rally Control Communications:

Paul Price

Chief Results Officer:

Tynemouth Computer Services Ltd.

Computer Results Service:

Jayne Houghton

Logistics and Facilities Manager:

TBC

Staffing Officer:

Ray Smith

Reconnaissance Manager:

Jim Cornes

Area Co-ordinators:

David Talbot

Richard Hinton

Rob Richens

Norman Sheldon

Nicolas Nicolaou

Stage Commanders:

Jon Cordery

Keith Wain

Ian Jarrett

Cyril Loman

Mark Kinsey

John Griffiths

Presentation Host:

John Horton

Commentator:

Bob Milloy



British Rally Championship Officials:

Co-ordinator	Caroline Reid +44 (0)7889 707275
Technical Delegate	Rab McDonald +44 (0)7774 692679
Eligibility Scrutineers	Paul Loveridge Peter Clingan

Telephone calls to officials - ONLY between 19.00 hrs and 21.00 hrs please.

2.8 Rally HQ Location

The Bulldog Rally Base, Service Area, Documentation, Scrutineering and Awards Presentation Ceremony will be situated at the Welshpool Livestock Sales, Buttington Cross, Welshpool, Powys SY21 8SR
Map reference - 126/242088
Help desk Number:- +44 (0)1938 553330

3 Programme

Entries open on the publication of these supplementary regulations

Friday, 9 March 2012 21:00hrs

Closing Date for the Provisional list of entries and for Reconnaissance registration

Monday, 12 March 2012

Publication of list of entries accepted by The Organisers
Despatch of road books and Rally Guide 2
Last date for nominating shared service crews - see Article 12.5.3

Friday, 16 March 2012 21:00hrs

Closing date for the receipt of Press Accreditation Forms

Thursday, 22 March 2012

09:00 – 20:00 Rally help desk open at the Rally Base
12:00 Service Park opens at the Rally Base
18:00 – 20:00 Administrative checks for competitors taking part in Reconnaissance at the Rally Base

Friday, 23 March 2012

08:00 – 22:00 Rally help desk open at the Rally Base
07:00 – 16:00 Reconnaissance
11:00 – 13:00 Scrutineering, Sealing and Marking at the Rally Base
14:00 – 20:00 Media Centre open at the Rally Base
14:00 – 15:00 Administrative Checks for competitors not taking part in reconnaissance at the Rally Base
16:00 First Stewards Meeting
17:00 Publication of Starters List
18:00 Start - Welshpool
21:12 Overnight Parc Ferme - Welshpool

Saturday, 24 March 2012

07:00 – 21:00 Rally help desk open at the Rally Base
07:00 – 20:00 Media Centre open at Rally Base
08:30 Competition Re-Starts
19:00 Rally Finishes and Awards Ceremony



19:30 Final Scrutineering
20:00 Publication of Final Classification

Official Notice Boards

For the duration of the event will be located at the Rally Base.

4 Entries

4.1 Closing date for Entries

Friday, 9 March 2012 21:00hrs

Closing Date for the Provisional list of entries.

Wednesday, 14 March 2012 21:00hrs

Final Closing Date for entries.

Competitors whose entry forms are received between 14 and 19 March 2012 will be required to collect all outstanding materials and documents at Administration Checks.

Monday, 19 March 2012 21:00hrs

Closing date for the registration of second driver details

4.2 Entry Procedure

Anybody wishing to take part in the 2012 Bulldog International Rally of North Wales must complete the online entry process. Details of which are at **<http://www.bulldog-rally.co.uk>**.

Competitors who, in exceptional cases, are not able to comply with the above should contact:-

Julie Kelly
Bulldog International Rally of North Wales
5 Giantswood Lane
Congleton
Cheshire
CW12 2HG
England
Tel: 01260 271125
E-mail: entries2012@bulldog-rally.co.uk

Payment may be made directly to the bank at the same time as the entry is submitted (see 4.5 Payment Details), otherwise a cheque for the total entry fee must accompany the entry form. If the entry form is completed online, the cheque must reach the Entries Secretary within 5 days and no later than 21:00hrs Wednesday 14 March 2012.

Documentation (road books and Rally Guide 2) will only be despatched to competitors who have paid in full by Saturday 10th March, documentation for other competitors will be available at the Administrative checks.

Be aware that submission of an entry, online or otherwise, establishes a contract with Wolverhampton & South Staffordshire Car Club Ltd and full payment must be made, any competitors failing to make a full payment will be reported to the MSA and their ASN for breach of contract.

Entrants other than the first or second driver must hold an appropriate Entrants Licence issued by their ASN. A copy of this licence must be received by the Entries Secretary no later than Wednesday 14 March 2012, failure to comply with this may lead to the entrant not being recognised by the event and the entry being withdrawn by the organisers.



4.3 Number of Entries and Classes

Only vehicles currently homologated by the FIA and those whose homologation has been extended within the period specified in the International Sporting Code may enter the event.

4.3.1

The maximum overall entry for The Bulldog Rallies 2012 is 180. The Organisers reserve the right to cancel the event if less than 150 entries are received.

4.3.2

If fewer than 35 entry applications for the international event are received by Wednesday 14 March 2012, the organisers reserve the right to reduce stage mileage and adjust the entry fee to compensate.

4.3.3

The rally will be divided into the following classes:

- Class 10 - FIA homologated Rally 1 category two-wheel-drive cars up to and including 1600cc. Eligible for the British Junior Rally Championship.
- Class 9 - FIA homologated Group N two-wheel-drive cars up to and including 1600cc.
- Class 8 - FIA homologated Group N two-wheel-drive cars above 1601cc up to and including 2000cc.
- Class 7 - FIA homologated Group A two-wheel-drive cars up to and including 1400cc, including Kit variant models.
- Class 6 - FIA homologated, Rally 2 category and Group A two-wheel-drive cars up to and including 1600cc.
- Class 5 - FIA homologated Rally 3 category two-wheel-drive cars, including Diesel's, Super 1600's and Group A cars (non kit) above 1601cc up to and including 2000.

Associated "one-make" series will run in their appropriate classes as prescribed by the BRC. Other vehicles may be added by way of special invitation.

4.3.4

If fewer than 3 cars are entered in any class, the organisers reserve the right to amalgamate this class with the next higher class.

4.4 Entry Fees

4.4.1

With the advertising proposed by the organisers:

Class 10/9	£ 1000
Class 8/7/6	£ 1100
Class 5	£ 1200

4.4.2

Without the advertising proposed by the promoters:
Double the amounts as stated in Article **4.4.1**



4.4.3

These entry fees are fixed and include the following:

- One set of road books
- One Rallymaps map book
- One service vehicle plate and service details
- One support vehicle plate
- All competition car number panels, plates and high-visibility numbers
- All organiser's optional advertising decals
- Legal Liability insurance cover
- Postage of the above items as appropriate
- Additional map books at £50 may be purchased by ordering on the Entry Form
- Guest plates may be purchased at a cost of £45 each up to a maximum of 2 per competitor and additional service packs may purchased at a cost of £45.

4.5 Payment Details

The entry application will only be accepted if accompanied by the total entry fees or by a receipt issued by the competitor's National Sporting Authority. All cheques should be made payable to Wolverhampton & South Staffordshire Car Club Ltd. The bank details for competitors wishing to pay online are; sort code 20-97-78, account number 40958107, any payment must be referenced with the **FIRST DRIVERS FULL NAME**.

Competitors who submit an entry and withdraw it at a later date must still pay the full amount of their entry fee and appropriate refunds will be made as per Section 4.6 Refunds.

4.6 Refunds

4.6.1

Entry fees will be refunded in full:

- a) to candidates whose entry has not been accepted.
- b) in the case of the rally not taking place.

4.6.2

The organisers may refund 90% of the entry fee to those competitors who, for reasons of 'force majeure' (duly certified by their ASN) were unable to start in the rally and notified the Entries Secretary, in writing, no later than 21:00hrs Tuesday 13 March 2012. Competitors withdrawing after this date will forfeit the entry fee in its entirety.

4.6.3

Competitor refunds will be posted to the entrant or first driver as soon as practicable after the event.



5 Insurance

5.1 Organisers Insurance

The entry fees include the premium to insure the competitors and other parties as necessary against third party risks whilst taking part in such parts of the rally as are held on private lands or on roads specifically closed for the purpose. The indemnity provided under this special insurance is £30,000,000 (thirty million pounds sterling) covering any one incident or accident. The insurance cover will come into effect for such period as the organising permit is in force.

5.2 Competitors Insurance and Declaration

5.2.1

Entrants and drivers must have valid insurance as is required under the 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 and first driver's responsibility to arrange such insurance and/or to extend existing insurance to comply with the requirements of the Road Traffic Act. Entrants and first drivers will be required to sign and declare that they are covered by such insurance.

Any failure to sign a declaration may mean that the car in question may not be permitted to start.

5.2.2

The event has applied to Lockton Companies International Limited for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the Event. The basic rate for the event (before any loadings) will be £46.31. All new applicants wishing to use the scheme must be able to comply with all points of the Lockton's Declaration:-

- Over 21 and held a full licence for at least 6 months
- Not more than 1 fault accident in last 3 Years
- No more than a maximum of 6 speeding points on licence
- No physical or mental disabilities
- No other material facts

If you comply with all points above - No Letter of Acceptance will be required.

If unable to comply with any of above points you will be required to complete the Declaration Form which should be forwarded direct to Lockton prior to the event to allow sufficient time for Letter of Acceptance to be issued. Faxed copies are acceptable.

Motor Sports Risk Services
A Division of Lockton Companies International Limited
19 Spring Gardens
Manchester
M2 1FB
Tel: +44 (0)161 828 3300
Fax: +44 (0)161 828 3335

5.2.3

The organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The organisers also decline any liability for breach of the laws and regulations of the UK as covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the organisers particulars of any incident from which liability may arise and shall have no claim



against the organisers arising out of any action of the organisers, their servants or officials during the course of the rally.

5.2.4

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 event and the potential risk inherent with motor sport and agree to accept that risk.

2) To the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.

3) 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.

4) 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.

5) 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/legal guardian/guarantor, whose names and addresses have been given.

6) 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 MSA GR Appendix 1 – Competition Fees.

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

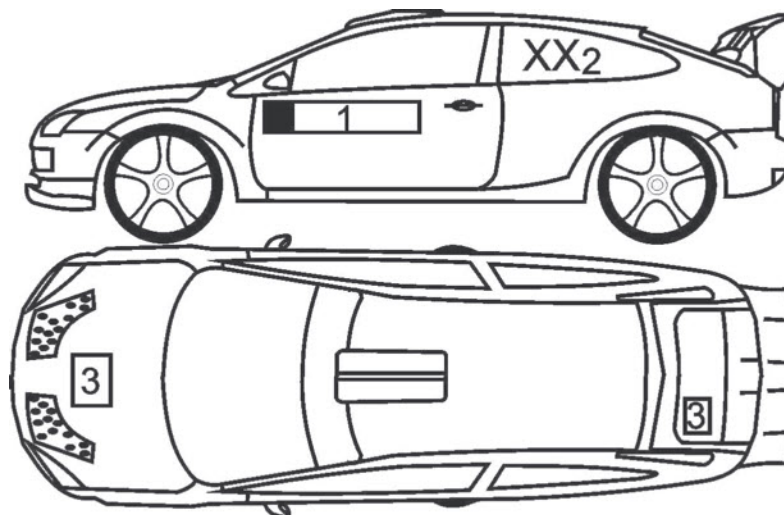
7) I hereby agree to abide by the MSA Child Protection Policy and Guidelines

5.3 Reclamation of Insurance Excess

In the event of a claim having to be made for damage caused to third party property by a competitor, the Organisers and Promoters of the event reserve the right to reclaim the insurance excess under the MSA Master Policies (Currently £350) from the competitor(s) involved.

6 Advertising and Identification

Space for the organisers proposed advertising and rally plates must be reserved on the car as shown in the diagram:



- 1) Door Header
- 2) High-Visibility Numbers
- 3) Front and Rear Rally Plate

All plates and high-visibility numbers will be supplied by the organisers

7 Tyres

7.1 British Rally Championship Contenders

Tyres are as detailed in Article 50 of the 2012 MSA British Rally Championship Regulations.

7.2 Non-British Rally Championship Contenders

Tyres for non-British Rally Championship contenders are as per MSA GR R48.5 and must adhere to the following maximum number for the event:

Class 10/9	8
Class 8/7/6	10
Class 5	12.

7.3 Tyre Monitoring Procedures

Competitors nominated tyres must be available for audit and be accountable by the crew and service team members at anytime throughout the duration of the event.

Scrutineers will monitor tyre usage. Competitor's cars and service areas are subject to inspection at anytime throughout the duration of the rally. A tyre that cannot be accounted for will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code.

Competitors are responsible for ensuring that the spare wheel and boot/tailgate are secure and therefore may need to ensure that another team member is present at the tyre marking zone.

7.4 Liaison Sections

Where no special stage is involved a tyre which is outside of the event allocation (non branded/marked) may be used on liaison sections from the start to the service park and from the service park to the parc fermé or the finish ceremony of the rally.



7.5 Tyre Devices

The use of any device for maintaining the performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (space between the rim and internal part of the tyre) must be filled only with air. The use of tyre heating ("warmers") devices is prohibited.

7.6 Tyre Modification

The modification and/or cutting of the tread pattern of the tyres is prohibited.

8 Fuel

8.1

Fuel is as detailed in Article 49.3 of the 2012 MSA British Rally Championship Regulations for all competitors. The process to order fuel will be detailed on the event website when available and in Rally Guide 2.

8.2

The onus remains with the competitor to pre-order their fuel requirements prior to the event.

8.3

Samples may be taken at irregular intervals and at any time during the event by a scrutineer. Teams must ensure that there is at least an extra 1 litre of fuel on board at all times for this purpose.

8.4

The official fuel supplier will make stock available to teams for engine diagnostic, pre-event testing and other non championship rallies.

8.5

Diesel cars must arrange for their own supply of fuel which must also be dispensed in the designated refuel zone.

9 Reconnaissance

9.1 Procedures for Registration

Competitors must record in the appropriate place on the entry form that it is their intention to take part in the Reconnaissance. Administrative checks for competitors taking part in the Reconnaissance will take place at the Rally Base between 18:00 and 20:00 on Thursday 22 March 2012.

9.2 Specific Restrictions

9.2.1 Schedule

Stages will be open for reconnaissance for limited periods of time during 07:00 – 16:00 on Friday 23 March 2012. The Schedule of these times will be detailed in the Reconnaissance Road Book issued at Administration. Competitors, who intend to present their own vehicles for scrutineering, please pay particular attention to scrutineering times.

9.2.2

Vehicles used for Reconnaissance must comply with 2012 FIA Regional Rally Championships Sporting Regulations Article 20.1. Any competitors using a vehicle not complying with these regulations may be fined as for a second infringement Article 9.2.8 or be excluded from completing the Reconnaissance.



9.2.3

Reconnaissance identification plates as supplied by the organisers must be affixed to the top of the windscreen on the registered vehicle prior to starting the Reconnaissance. Failure to do so will be deemed to be a breach of the Reconnaissance regulations.

9.2.4

There will be a speed limit of 30mph (48kph) on Special Stages during Reconnaissance. Judges of fact will be appointed to check speeds at random locations and supervision vehicles will be patrolling in stage.

9.2.5

Vehicles will be allowed to traverse the stage in number order but there will be a minimum of 20 seconds intervals applied to vehicles entering stage. Competitors that stop or impede other competitors, in the opinion of the organisers, during the Reconnaissance will be deemed to be in breach of the reconnaissance regulations. The vehicle and competitors will only be allowed to traverse any stage twice. The competitors will be separated into two convoys, the first convoy will be for the first 15 numbered competitors and the second convoy will be for all other competitors.

9.2.6

Competitors are reminded that during the reconnaissance period the road used for special stages will be OPEN to other traffic or pedestrians and that forestry operations may be in progress in certain areas.

9.2.7

The carrying of radar detection equipment in the reconnaissance vehicle is forbidden during the entire duration of the Reconnaissance.

9.2.8

The penalties for contravention of the supplementary regulations regarding Reconnaissance are as follows:

First Infringement	£100
Second Infringement	£500
Third Infringement	Start Refused

Notification of penalties will be made to the competitor at the earliest opportunity. All monetary fines must be paid in full before any competitor will be allowed to start the rally.

9.2.9

Only the registered members of the crew may be in the Reconnaissance vehicle when traversing the stage.

9.2.10

Competition licences must be carried at all times during the Reconnaissance and surrendered to officials of the event upon request. Please note competition licences will be inspected at the start of the first stage. Any competitor without the required competition licence will be fined as for a first infringement as detailed in Article 9.2.8 and may not be allowed to continue.



10 Administration Checks

10.1 Documents to be Presented

Competitors will be required to present their international competition licences and competition car log books.

10.2 Times / Schedule

Thursday, 22 March 2012

Competitors electing to take part in the reconnaissance are required to complete administrative checks between 18:00 and 20:00 at the Rally Base.

Friday 23 March 2012

Competitors not taking part in the reconnaissance are required to complete administrative checks between 14:00 and 15:00 at the Rally Base.

11 Scrutineering, Sealing and Marking

11.1 Time Schedule

Friday 23 March 2012, 11:00 to 13.00 hours at the Rally Base

Individual times for scrutineering will be notified with Rally Guide 2 which will be posted with the official road book. A penalty of £300 may be applied, at the discretion of the organisers, if competition vehicles are not presented at their nominated time.

11.2 Mud Flaps

The fitting of mud flaps behind all four wheels extending to a minimum of 4cm each side of the tyre tread and a maximum of 8cm above the ground is mandatory. The mud flap material must be flexible with a minimum thickness of 4mm.

11.3 Windows

Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film.

11.4 Helmets and Overalls

Competitors' helmets and overalls will be checked, examined and authorised at pre-event scrutineering. Any infringement will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code.

11.5 Noise Level

As all cars entered in the MSA British Rally Championship are FIA homologated and as such are designed and built to the FIA regulations (Appendix J 252 Article 3.6) compliance with the noise limit of 103d(b)A at 3500 rpm for petrol engines and 2500 rpm for diesel engines will be checked.

11.6 Spill Kits

It is mandatory for all competition cars to carry a Spill Kit MSA GR 46.1.5 and MSA GR J5.20.13. These kits are lightweight and are easily attachable to the roll cage. Approved Spill Kits are available for purchase on each event from the Championship Noise / Environmental Scrutineer. Used Spill Kits are to be disposed of in accordance with the guidelines issued by the Championship Environmental Scrutineer.



12 Other Procedures

12.1 Start Procedures

12.1.1

Ceremonial Start Procedure

Details of the start ceremony will be supplied in Rally Guide 2, which will be posted with the road book on Monday 12 March 2012.

12.1.2

Competition Start Procedures and Order

Competitors must be in the pre-holding area 20 minutes before their due start time. The start order is at the discretion of the organisers and the agreement of the stewards. Competitors will start at 1-minute intervals.

12.2 Finish Procedures

After the final time control competitors will be held in a parc fermé under the direction of a marshal.

12.3 Permitted Early Check-In

Crews will be permitted to check-in early at the final time control prior to the holding control as detailed in the road book and on the Time Card.

12.4 Non-Applicable

12.5 Special Procedures

12.5.1

Starting System of Special Stages

The start will be signalled by traffic lights which will go from RED (15 seconds to go) through AMBER (5,4,3,2,1 seconds to go) finally to GREEN at the start time. In the event of equipment failure the timing officials will revert to a manual system.

A jump start beam will be installed just after the start line. The competitor will be positioned on the start line just before the start beam. Immediately the beam is broken by the competitor, the start time is recorded and indicates any jump starts to within 1/10th second. The start line official at a special stage shall rule whether or not a competitor has made a false start. If the electric countdown ceases to function, then the timekeeper will revert to the spoken countdown of 30, 15, 10 and then 5, 4, 3, 2, 1, GO. Upon the signal GO, either the timekeeper's hand or a flag will be raised from the bonnet of the car.

12.5.2

Accident Report:

If a driver taking part in the rally is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must remain at the scene and stop the following car which has to report this to the next radio point as specified in the road book and signed on the route. Article 34.3 2012 FIA Regional Rally Championship Sporting Regulations. If he/she fails to observe this rule, the Stewards may impose on the crew responsible a penalty, which may go as far as exclusion.

All crews stopped by this procedure will receive a suitable time according to Article 33 2012 FIA Regional Rally Championship Sporting Regulations.



12.5.3

The service park will have pre-allocated and numbered service areas. If you are sharing a Service Crew and wish to be situated near to another competitor you must inform the organisers before Monday 12 March 2012. Please indicate this in the place provided on the Entry Form.

12.5.4

Vehicles will be placed in parc ferme on Friday night. The area will be patrolled but the organisers do not accept any liability in respect of loss or damage or consequential loss howsoever caused.

12.5.5

Motor-home plates will not be available.

12.5.6

Competitors are responsible for ensuring that any officially plated vehicle associated with their entry complies with any appropriate regulation or instruction. Failure to have the appropriate plate affixed to the front window of an officially plated vehicle will result in a fine of £100 and may result in the vehicle being refused entry to controlled areas. A penalty of up to £500 can be imposed if the users are observed contravening these regulations and/or the traffic laws of the United Kingdom.

12.5.7

Service parks will include an area reserved for BRC Teams. This area will measure 10 x 10 metres for a one car team. All other entries will be entitled to an area not exceeding 8 x 8 metres.

12.5.8

The service park is a sealed surface and must not be damaged or marked in any way. All service areas should be left clean and the rubbish removed at the end of the event. Any crew violating these will be reported to the stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code and shall be liable for any cost of repair, cleaning or rubbish removal.

12.5.9

BBQs and smoking are PROHIBITED in the service and refuelling areas. Any infringement will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code.

12.5.10

Damage Declaration Form: At the rear of each time card book will be the damage declaration that MUST be completed by the competitor and handed in at the end of the event. If a competitor retires, the damage declaration MUST be handed in to the Rally Office or posted to the Organisers Address, to be received within 72 hours of the end of the event, failure to do this will result in £100 penalty. This section refers to any third party damage the competitor may have contributed to whilst driving on the road sections of the rally.

12.5.11

A competitor may apply to remove their vehicle from the Final Parc Fermé prior to the results being declared final, providing the competitor signs a declaration, forfeiting their right to defend any protest regarding the eligibility of the car in question.



12.5.12

Shakedown:

There is no official shakedown stage on the event but if you require a test facility prior to the event please refer to Rally Guide 1 on the website www.bulldog-rally.co.uk

12.5.13

Support Vehicle Plate

One plate will be given to each competitor as part of the entry pack. The sole purpose of these plates is for transportation of personnel and equipment to the service bay of the competitor. Support vehicles may only be parked in the service space designated for the competitor or the parking area detailed in Rally Guide 2. Any competitor found contravening this will be fined £100.

12.5.14

Guest Vehicle Plates

A guest vehicle plate will be issued along with rally information when a guest pack is purchased. The plate only allows access to a designated parking area within the Rally Base. The competitors service bay is out of bounds to any vehicle displaying a plate of this kind. Any infringement of this regulation will attract a fine of £100 in the first instance and exclusion from the event in the second instance. Please request guest packs in the space provided on the Entry Form.

12.6 Official Time

The official time throughout the rally will be that as broadcast by the BBC or the British Telecom Telephone Systems speaking clock (Tel: 123). Stage timing will be to 1/10th of a second.

12.7 Lateness

Any lateness exceeding 15 minutes on the target time between two Time Controls, or a lateness exceeding 15 minutes at the end of each section or a total lateness for the whole rally of 30 minutes will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code. This lateness may be incurred by exceeding the Target time for the road section(s) and/or by exceeding the Target time for the special stage(s). In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

13 Identification of Officials

Senior Officials will be identified with name badges.

Control Officials and Marshals will be identified by high-visibility tabards.

14 Awards

14.1 Awards Ceremony

The awards presentation ceremony will take place at the finish ramp at the end of the event.

14.2 Awards

All award winners must be present at the awards presentation. Non-appearance will result in the forfeiture of awards.

All trophies marked * remain the property of the organising club and MUST be returned when requested.



14.2.1

General Classification

First Overall	Awards to First and Second Drivers plus The James L. Martin Challenge Trophy* to First Driver The E.L. Bouts Challenge Trophy* to Second Driver.
Second Overall	Awards to First and Second Driver
Third Overall	Awards to First and Second Driver

14.2.2

Class Awards

First in Class	Awards to First and Second Driver
----------------	-----------------------------------

Please note winners of overall awards are not eligible for class awards

14.2.3

Additional Awards

Wolverhampton & South Staffordshire Car Club members Awards

The crew placed highest in The Bulldog International Rally of North Wales overall classification of which both competitors have been members of Wolverhampton and South Staffordshire Car Club since 1 January 2012:-

To the Driver The S.W. Fletcher Trophy*

To the Co-Driver The Ron Moore Trophy*

15 Final Checks and Protests

15.1 Final Checks

The Entrant, First Driver, Second Driver and one other person who is expected to have knowledge of the competing car may attend. The scrutineers may request that up to two mechanics from the same team attend the final checks to assist with the dismantling of the vehicle.

15.2.1

Protest Fees

Sum of the protest fee set by the ASN: £325

15.2.2

Deposit for Components

In default of agreement between the parties, the Clerk of the Course, in consultation with the Stewards of the Meeting will determine a realistic estimated cost of stripping and re-assembling the car/component. This sum is also to include the MSA Technical Commissioner's fee (£254 per day) as set down in MSA Appendix 1 – Competition Fees of the MSA General Regulations as a maximum figure to cover inspection costs. Unless the car/component can be examined immediately, this amount must be deposited with the MSA by the protester within 7 days, and no examination will commence until it has been received. Failure to lodge the deposit within the time limit will result in the protest lapsing.

15.3 Appeal Fees

Sum of Appeal to the Stewards: £610

Appeal fees to the National Court (ASN): £1100

Sum of International Appeal (FIA): TBC



16 Child Protection

16.1 Wolverhampton and South Staffordshire Car Club Policy Statement on Child protection is as follows:

16.1.1

The child's welfare is paramount.

16.1.2

All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.

16.1.3

All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.

16.1.4

As defined in the Children Act 1989, anyone under the age of 18 years should be considered as a child for the purposes of this document.

16.1.5

If you have any concerns about child protection while at this event please see the Club's Child Protection Officer Mr. Tim Harding (mobile +44 (0)7702 440663) or report it to either the Clerk of the Course or the Secretary of the Meeting and they will instruct the Child Protection Officer to contact you urgently.



International Rally Appendices



Appendix 1 – International Rally Schedule

International Start (Section 1)						Friday, 23rd March 2012		SECTION 1
TC	Location	SS	Liaison	Total	Target	1st		
0	Welshpool Start					18:32		
Distance to Service - miles		17.94	57.52	75.46				
1			21.97	21.97	0h44'	19:16		
SS 1	Dyfnant West 1	8.97		8.97	0h08'	19:19		
2			11.40	11.40	0h45'	20:12		
SS 2	Dyfnant West 2	8.97		8.97	0h08'	20:15		
2A	Welshpool Parc Ferme (Early Check In)		24.15	24.15	0h49'	21:12		
Welshpool		(17.94)	(57.52)	(75.46)				
International Re-Start (Section 2, 3 & 4)						Saturday, 24th March 2012		SECTION 2
2B	Service In					08:30		
Service - Welshpool		0.00	0.00	0.00				
2C	Service Exit				0h30'	09:00		
Distance to Service - miles		28.64	75.13	103.77				
3			32.98	32.98	1h06'	10:06		
SS3	Big Ray 1	5.12		5.12	0h05'	10:09		
4			1.72	1.72	0h08'	10:22		
SS4	Dyfi Main 1	8.48		8.48	0h08'	10:25		
5			8.39	8.39	0h30'	11:03		
SS5	Gartheiniog 1	15.04		15.04	0h14'	11:06		
5A	Regroup In - Parc Ferme		32.04	32.04	1h05'	12:25		
5B	Regroup Out/Service In				0h15'	12:40		
Service - Welshpool		(28.64)	(75.13)	(103.77)				
5C	Service Exit				0h30'	13:10		
Distance to Service - miles		28.64	58.02	86.66				
6			32.98	32.98	1h06'	14:16		
SS6	Big Ray 2	5.12		5.12	0h05'	14:19		
7			1.72	1.72	0h08'	14:32		
SS 7	Dyfi Main 2	8.48		8.48	0h08'	14:35		
8			8.39	8.39	0h30'	15:13		
SS 8	Gartheiniog 2	15.04		15.04	0h14'	15:16		
8A	Remote Service In		14.93	14.93	0h30'	16:00		
Service - Dollgellau		(28.64)	(58.02)	(86.66)				
8B	Remote Service Exit				0h20'	16:20		
Distance to Finish - miles		22.27	54.75	77.02				
9			16.95	16.95	0h34'	16:54		
SS9	Llangywer	4.62		4.62	0h04'	16:57		
10			1.53	1.53	0h10'	17:11		
SS 10	Penllyn	8.99		8.99	0h08'	17:14		
11			14.60	14.60	0h40'	18:02		
SS11	Dyfnant East	8.66		8.66	0h08'	18:05		
11A	Finish - Welshpool (Early Check In)		21.67	21.67	0h44'	18:57		
Totals		97.49	245.42	342.91				



Appendix 2 – Provisional Reconnaissance Schedule

Thursday, 22 March 2012

Competitors administrative checks 18:00 – 20:00

Cars numbered 1 – 15 convoy 1

Remaining cars in convoy 2

Friday, 23 March 2012

Starts at 07:00, at Stage Start, Dyfnant East

Finishes at 16:00 in the Dyfnant West

Order of reconnaissance stages and schedule will be detailed in Rally Guide 2

The number of passages is limited to two for each crew on each special stage (special stages run twice are considered to be one special stage). Any non-compliance shall be brought to the attention of the stewards.

Appendix 3 – Competitor Relation Officers



Mike Broad
International Competitor
Relations Officer
Tel: +44 (0)7785 355607 (not after 9pm)
Email: mike.broad@live.co.uk



Appendix 4 – Route Notes

PATTERSON PACENOTES

Bulldog International Rally of North Wales 2012

FR /_{Jump} 80 ! ML → KR + Ć

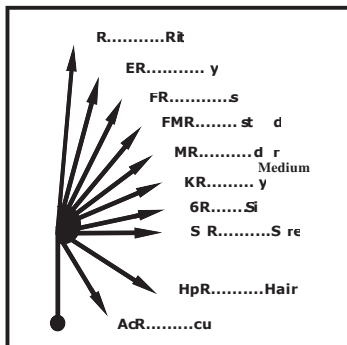
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

2R /_{Jump} 80 ! 4L → 5R + Ć

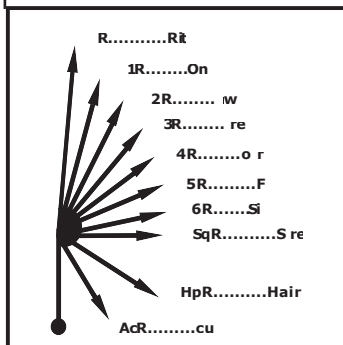
Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

Bend Indication



Descriptive



Numbers

1-9, 6 Fastest No 1st, Direction 1st etc. also available

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Appendix 5 - Rally Timing

The official time throughout the rally will be that as broadcast by the BBC or the British Telecom Telephone Systems speaking clock (Tel: 123)

At the end of each special stage the Stop Control will be deemed to be a Time Control for the next section. The finish time for the special stage (not including the seconds) will be taken as the departure time for the next road section

Any lateness exceeding 15 minutes on the target time between two Time Controls, or a lateness exceeding 15 minutes at the end of each section or a total lateness for the whole rally of 30 minutes will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code. This lateness may be incurred by exceeding the Target time for the road section(s) and/or by exceeding the Target time for the special stage(s). In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

Competitors will be penalised the 'actual time taken' on special stages. If the time taken on any special stage exceeds the time allowance for that special stage, the actual time in minutes exceeding the time allowance will **only** count towards the lateness permitted between two Time Controls, or at the end of each section or the whole rally. No other time penalty will be applied for exceeding time allowance on a stage.

Stage timing will be to 1/10th of a second.

Previous Winners

2011	Elfyn Evans / Andrew Edwards	Subaru Impreza
2010	Keith Cronin / Barry McNulty	Subaru Impreza
2009	Keith Cronin / Greg Shinnors	Mitsubishi Lancer Evo 9
2008	Marcus Dodd / Andrew Bargery	Hyundai Accent WRC
2007	Andrew Burton / Shelley Rogerson	Peugeot Cosworth
2006	Andreas Mikkelsen / Ola Floene	Ford Focus WRC
2005	Paul Bird / Ian Windress	Ford Focus WRC
2004	Mark Perrott / Paul Morris	Ford Escort WRC
2003	Mark Perrott / Graham Hopewell	Ford Escort Cosworth
2002	Julian Reynolds / Ieuan Thomas	Subaru Impreza
2001	Marcus Dodd / John Bennie	Subaru Impreza
2000	Kenny McKinstry / Noel Orr	Subaru Impreza
1999	Garry Smith / Andy Wynn	Ford Escort Cosworth
1998	Alister McRae / David Senior	Subaru Impreza
1997	Marcus Dodd / Stephen McAuley	Ford Escort Cosworth
1996	Steve Hill / Stella Boyles	Mitsubishi Lancer E3
1995	Chris Mellors / Brian Goff	Ford Escort Cosworth
1994	Malcolm Wilson / Bryan Thomas	Ford Escort Cosworth
1993	Malcolm Wilson / Bryan Thomas	Ford Escort Cosworth
1992	Colin McRae / Derek Ringer	Subaru Legacy
1991	David Llewelin / Mike Corner	Nissan Sunny GTi-R
1990	Russell Brookes / Neil Wilson	Sapphire Cosworth
1989	David Llewelin / Phil Short	Toyota GT4
1988	Russell Brookes / Neil Wilson	Sierra Coswoth
1987	David Gillanders / Ken Rees	MG Metro 6R4
1986	Stig Blomqvist / Bruno Berglund	Ford RS200
1985	Tony Pond / Rob Arthur	MG Metro 6R4
1984	Malcolm Wilson / Nigel Harris	Audi Quattro
1983	Michelle Mouton / Sue Baker	Audi Quattro
1982	Marku Alen / Ilkka Kivimaki	Lancia 037
1981	Henri Toivonen / Fred Gallagher	Talbot Sunbeam
1980	Jimmy McRae / Mike Nicholson	Vauxhall Chevette
1979	Ari Vatenen / Dave Richards	Ford Escort RS
1978	Pentti Airikkala / Mike Nicholson	Vauxhall Chevette
1977	Pentti Airikkala / Jon Gittins	Vauxhall Chevette
1976	Russell Brookes / John Brown	Escort Mexico
1975	Tony Fowkes / Brian Harris	Ford Escort RS
1974	Tony Drummond / Dave Richard	Ford Escort RS
1973	Not Held	
1972	Pat Ryan / Mike Nicholson	Mini Cooper 'S'
1971	Not Held	
1970	Not Held	
1969	John Bloxham / Richard Harper	Escort Twin Cam
1968	Colin Malkin / John Brown	Hillman Imp
1967	Tony Chappell / Hywell Thomas	Lotus Cortina
1966	Malcolm Gibbs / Randell Morgan	Cortina GT
1965	David Frizwell / Richard Binns	Mini Cooper 'S'
1964	Reg McBride / Don Barrow	Ford Anglia
1963	Tony Fisher / Brian Melia	Austin Cooper
1962	Pat Moss / David Stone	Saab
1961	Brian Harper / Ron Crellin	Morgan
1960	Tom Gold / Stuart Turner	Austin Healey Sprite
1959	Bill Bengry / Pete Roberts	Simca Montlhay
1958	Tony Fisher / Jim Thomas	Austin A35

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