

The Exmoor Endurance Rally

1st/2nd October 2011



Supplementary Regulations

With support from K & R Mitsubishi, Taunton



Winners of The 2010 Exmoor Endurance Rally: Owen Turner and Andrew Dadswell in the Croydon Complex
Courtesy of M&H Photography

The 3rd Exmoor Endurance Rally 1st/2nd October 2011

A round of the Endurance Road Rally Championship and the ASWMC Endurance Rally Championship.

Introduction:

Welcome to the third Exmoor Endurance Rally. The organising committee remains intact after the 2010 event and have decided that the Exmoor should evolve for 2011.

In the first two years of running the event has achieved an enviable reputation for the quality of both the tests and the night road section and we will not sacrifice these aspects. However some aspects of the event (i.e. the finish venue) have received adverse comments from competitors; as you are the reason we run the rally we have tried to take these on board with our changes.

We have therefore made a few tweaks that should reduce the overall cost of the weekend to the competitor and improve everyone's enjoyment, while not removing the ENDURANCE nature of the event. The revised format is as follows:

The start will be at K&R Mitsubishi, Taunton (5 minutes from The Holiday Inn) and the finish at The Holiday Inn, Taunton, just 2 minutes from Junction 25 on the M5. The first car will leave at 11.00. Lunch and supper halts will be at the excellent Raleghs Cross, with the finish back at the Holiday Inn Taunton at midnight. The bar at the hotel will stay open to residents as long as we want (and without having to wait for the locals to be chucked out as last year!!). We have negotiated a special rate of £75 per double/twin room per night for the night of Friday September 30th and/or Saturday October 1st.

We have approximately 80 miles of top quality tests on Forestry Commission, Crown Estates land and the famous Porlock Hill, which this year will be used downhill in the dark!

There will not be a traditional 150 mile night road rally as in previous years; instead the night section will consist of a mix of selectives and short road sections. Navigation will be by a combination of marked maps and six figure grid references (given to the competitor in plenty of time to plot). Don't worry if you think that we've gone too soft, as the road sections that have been selected will present a real challenge for the drivers while keeping the navigation straight forward for the less expert. The last road section will finish 9 miles from the finish so the incredibly compact nature of the event will be maintained.

Despite increased Forestry charges the entry fee has been kept at £295. The late entry fee has been dropped, but please, please enter in good time, it calms the organiser's nerves and helps the planning considerably. We look to seeing you in October.

For the latest news visit our website www.exmoorendurancerally.com

Martin Clark
Clerk of the Course

Regulations

Proposed Event Structure.

Saturday 1st October. Scrutineering from 08:00 to 10:00
Documentation from 08:00 to 10:10
Novice navigators briefing 09:00
Drivers briefing 10:15

First car departs 11:00
Leg 1 Selectives on private land until 14:40
Lunch at Raleigh's Cross 14:40 to 16:10
Leg 2 Selectives on private land and road sections until 20:20
Dinner at Raleigh's Cross
Leg 3 Night Road Section – Regularities and Selectives on private land commences 21:30
First car finishes Night Leg 00.05am Sunday at Rally HQ in Taunton.
Prize giving ASAP after the end of the event

1. Announcement

Tavern Motor Club, Burnham-On-Sea Motor Club and Minehead Motor Club will promote the Exmoor Endurance Rally. A National B status Road Rally held on 1st/2nd October 2011.

2. Jurisdiction

The rally will be held under the General Regulations of the Motor Sport Association (Incorporating the provisions of the International Sporting Code of the F.I.A) and these Supplementary Regulations and any instructions that the Organisers may issue.

3. Authorisation

M.S.A Permit Number 66521
D.O.E Authorisation To be advised.

4. Eligibility

(a)

The event is open to:

- All members of the organising clubs and to contenders of the 2011 Endurance Road Rally Championship and the ASWMC Endurance Rally Championship
- All fully elected members of a motor club who are members of the ASWMC, ACSMC and WAMC.

The entry fee includes temporary membership of Tavern Motor Club.

National B or higher competition licenses are required.

Unless both crew members are covered by insurance only the nominated driver may drive the car on the event.

(b)

All vehicles must comply with the MSA Technical Regulations, in particular R20.1 to 20.1.15

At Scrutineering competitors will be required to present:

A current M.O.T certificate if required.

The registration document for the vehicle.

All vehicles must have a current vehicle excise license.

An OK/SOS board, warning triangle and small spill kit (J5.20.13) must be carried.

A first aid kit is recommended.

(c)

Four wheel drive cars will not be allowed.

(d)

All competitors must use tyres from Tyre List 4 with the exclusion of Silverstone S505 in any form. Endurance Road Rally Championship contenders must comply fully with the championship tyre regulations.

All cars must carry a ground sheet large enough to park their car on.

Particular attention will be paid to the regulation prohibiting all advertising on the cars.

Competitors entered in either of the two Endurance Championships must comply with the relevant championship regulations.

5. Entries.

Entries open with the publication of these regulations and close on Friday 23rd September 2011

(a) Fees and Method of Payment

The entry fee is £295

All entries must be made on the official entry form and accompanied by the correct fee. All cheques should be made payable to Tavern Motor Club. No entries will be reserved or accepted by telephone, email or fax.

The total fees may be split into two cheques, one for £145 and one for the balance of the entry fee. The first cheque will be banked on receipt; the second cheque will not be banked before the 23rd September 2011. Both cheques must be submitted with the entry. No post-dated cheques will be accepted.

(b) Acceptance

Acceptance of entries will be at the organiser's discretion and they reserve the right to refuse any entry.

All entries will be accepted on a strictly first come first served basis.

Seeding will be based on information supplied and acquired, on competitors past performances.

The organisers decision is final.

After the publication of the Finals changes to Driver(s) or Vehicle(s) will only be accepted in accordance with D25.1.12.

Refunds of entry fees will be made as follows:

Entries withdrawn in writing before the closing date for entries will be entitled to a complete refund less £15 to cover administration costs.

Entries withdrawn after the closing date may be refunded at the organisers discretion.

The organisers reserve the right to postpone, abandon or cancel the event or any part of the event for any reason. In the event of cancellation or postponement for more than 24 hours the organisers reserve the right to retain a sum not exceeding £30 per entry to cover administration costs. In the event of the rally being cancelled through lack of entries all money will be refunded. General regulation D29 refers.

The Maximum entry is 60 cars and the Minimum is 40. The minimum entries per class are 5. The organisers reserve the right to amalgamate the classes should the minimum class requirement not be met. The organisers reserve the right to cancel the event if less than 40 cars are entered.

Meal Tickets for Lunch and Dinner at Raleghs Cross can also be purchased at £15 per person. Special arrangements have been made at Raleghs Cross for Lunch and Dinner so that all meals can be served within the timeframe given (please pay with the entry fee).

Entries should be sent to:

Denise Desbois, 12 Mendip Villas, Emborough, Somerset, BA3 4SD

6. Classes.

There are seven classes.

1. Masters in fuel injected petrol cars 1001 – 1400cc
2. Masters in petrol cars with carburettors 1001 - 1400cc
3. Masters in petrol cars up to 1000cc and diesel cars up to 2000cc
4. Experts in fuel injected petrol cars 1001 – 1400cc
5. Experts in petrol cars with carburettors 1001 - 1400cc
6. Experts in petrol cars up to 1000cc and diesel cars up to 2000cc
7. Novices in petrol cars up to 1400cc and diesel cars up to 2000cc

A master crew consists of a driver and navigator who have finished in the top five overall in any type of road rally.

An Expert crew consists of a driver or navigator that cannot be defined as a Master or Novice.

A Novice crew consists of driver or navigator where neither have finished in more than two endurance or road rally other than 12 cars.

Championships - Where classes in the various championships and series differ from those for this event, the relevant co-ordinator will be responsible for the allocation of points.

7. Scrutineering and Noise Test.

Scrutineering and Noise Test will take place on Saturday 1st October between 08.00 and 10.00, at K & R Mitsubishi, Taunton, TA2 6BJ (map ref with finals).

8. Documentation.

Documentation will take place at K & R Mitsubishi, Taunton, TA2 6BJ. More details will follow in the Final Instructions.

Documentation will be open between 08.00 and 10.10 on Saturday 1st October.

Competitors must present their completed Scrutineering and Noise test forms, details of their insurance, competition licences, club membership and championship cards. Any crew who have not completed their documentation by 10.10am will be deemed to be a non-starter and will forfeit their entry fee.

A breakfast van will be available.

9. Start Order.

The entry will be seeded at the organiser's discretion

Re-seeding will take place after Leg 2 in classification order.

10. Route.

The entire route will take place on Landranger Map 181 edition D revised 2003 (Reprinted with minor change 2006, 2008) and Map 193 (latest edition).

The Route will be approximately 240 miles in total. This includes approximately 80 miles of tests, 60 miles of road sections and 100 miles of liaison sections.

11. Navigation

Navigation will be by the following methods:

Legs 1 & 2: Navigation is by Tulip Road Book (route card). The selectives will on all occasions start on a fresh page of the route card, with the selective number, name, and map reference for the selective start also included. There will be a 9 mile road section in Leg 2 – navigation for this section will be by six figure map references given out at the end of Leg 1.

Each selective tulip is numbered; please use these numbers for a) indicating to an official where a competitor may be in need of assistance b) raising any results queries.

Diagrams of manoeuvres that are required to be carried out on the selectives are next to the respective tulip.

Leg 3: There will be one road section that will use a marked map with map references given for every point where the section leaves the public highway. In the forest sections 'NO' boards will be used. There will be 3 regularities defined by six figure map references, there will be a maximum of 24 map references and these will be handed out at the end of Leg 2.

There will be a navigators briefing for all novice navigators, and any other navigators who wish to attend, at 09.15 on Saturday morning at the documentation site. It would be useful, but not

essential if you have cleared Documentation before the meeting. If you have ANY concerns or questions about Regularities or any other navigational aspect of the rally we recommend that you attend this briefing.

12. Car Identification.

The organisers will provide two self-adhesive numbered rally plates; one must be attached to the front of the car and the second to the back. In addition two self adhesive high-visibility numbers for displaying on both rear side windows will be supplied.

It is the competitor's responsibility to keep the numbers clean and to remove them when the event is finished or when the competitor retires from the event.

Please also try to keep number plates and lights clean whenever using the public road.

13. Awards

1st Overall Driver	A Trophy & an award
1st Overall Navigator	A Trophy & an award
1st in class	An award to driver and navigator
2nd in class (subject to 5 starters)	An award to driver and navigator
3rd in class (subject to 10 starters)	An award to driver and navigator
4th in class (subject to 15 starters)	An award to driver and navigator

The Overall winners are not eligible for class awards.

Awards which are not collected at the Prize presentation will not be sent on to Competitors. If you have won an award but cannot attend please ask a fellow competitor to pick up the award on your behalf.

14. Fuel

Competitors must carry enough fuel for 100 miles.

15. Insurance

(a) Private Land

The standard MSA Third party insurance will cover those parts of the route that are on private land.

(b) Public Highway.

Competitors will need to provide proof that they have their own insurance for the sections on the Public Highway.

If competitors need insurance a Blanket Cover Note has been applied for with REIS. This will provide competitors who wish to use the scheme with third party cover for the public highway.

The basic rate for the event (before loadings) is expected to be £25.00

All new applicants wishing to use the scheme must be able to comply with all points of the REIS scheme:

- Age 19 years or over
- Has held a full licence for a minimum of 6 months
- Has no more than 6 points of their licence

- Has had no more than 1 fault claim in the last 3 years

If you are able to comply with all the points above then simply complete the REIS signing-on form at documentation.

If both crew members are driving then both must sign on but only one premium will be charged.

If you are unable to comply with any of the above, then contact REIS on 0115 985 0165.

16. Officials

Clerk of the Course.	Martin Clark	01454 413231
Deputy Clerks of the Course	Chris House	01458 833348
	Jason Hayes	07885863862
Secretary of the Meeting	Georgina Clark	01454 413231
Entries Secretary	Denise Desbois	01761 233510
	12 Mendip Villas	
	Emborough	
	Somerset, BA3 4SD	
	Email: denise@desbois.co.uk	
Stewards	David Smythe	
	Paul Waterton	
Day Section Chief Marshal & Equipment officer	Nigel Winkworth	01823 252432
		07751492392
	Email: winky@misfit1.fsworld.co.uk	
Day Section Deputy Chief Marshal	Nicky Winkworth	
Night Section Chief Marshal	Gavin Rogers	01454 414128
	Email: gavinrogers759@gmail.com	
Results Service	Tony Michael	
Time Keeper	Tony Michael	
Competition Liaison Officer	TBC	
Chief Scrutineer	Don Holley	
Treasurer	Denise Desbois	
PR	John Dando	
Awards	Sue Clark	
Website	Will Rutherford	
Official Photographer	Andrew Manston	
	(M&H Photography)	

NO PHONE CALLS AFTER 21.00 PLEASE.

17. Judges of Fact

All named officials named in section 16 plus any others named in the Final Instructions, or named on the notice board at documentation.

The judges of fact will adjudicate on competitor's observance of, black spots, give way junctions, driving standards, noise, secret checks and illegal servicing.

All marshals who have signed on are deemed to be judges of fact for any regulation relevant to the control point and manoeuvres on the selectives at which they are officiating.

18. Timing

Schedule Timing will be used.

Competitors will start at one minute intervals except on some selectives.

Timing will be by Liege Timers set to British Summer Time.

The official rally clock will be on display at the start.

Times will be recorded on time cards carried by competitors; these will be issued at documentation.

The route will be split into legs:

Leg 1 - Start to Lunch halt.

Leg 2 - Lunch halt to Dinner halt.

Leg 3 - Night section.

The route will contain 5 types of sections:

- Transport Sections (Non competitive road sections)
- Selectives (on private land)
- Standard Sections
- Neutral Sections
- Regularity Sections

At all Time Controls, marshals will record the time shown on the control clock on the competitor's time card in the appropriate place. Any alteration on the time card will only be accepted if it is countersigned by the marshal. It is the competitor's responsibility to ensure that the time card is correctly entered by the marshal.

Transport Section:

Competitors may reduce lateness in accordance with R12.6.1 provided they do not report at a control before their due time or having broken the "three quarters rule" R12.7. Penalties will apply for early and late arrival at the Main Time Control.

Standard Section:

These will be timed to the minute or second as indicated on the time card. Penalties will apply for late and early arrival.

Selective sections:

These will be on private land at a maximum average speed of 40 M.P.H. This average speed will be used to set the minimum time for each selective. Selective sections will be indicated on the time card. Instructions to complete the selective will be diagrams, tulips, or marked maps. Each selective will consist of code boards, manned passage controls; some of which, for safety reasons

will be on merges and splits will employ the lollipop 'stop and go' system; intermediate timing controls and start and finish controls. Competitors will be required to negotiate in a forward direction a series of cones and chicanes during the selective. Competitors are required to stop astride the line at the finish and then immediately go forward to the finish marshal. Some selectives will be run at 30 second intervals.

Neutral sections:

These are deemed quiet zones and are for PR sensitive sections. **Please respect them.** Competitors must proceed in as high a gear as possible and with all auxiliary lights switched off. There are penalties for early arrival at neutral controls. There is no penalty for lateness but the lateness is cumulative towards maximum lateness. Quiet zones will be designated at the start by QZ board and at the finish by an end of QZ board.

Regularity sections:

These sections are to test precision of navigation and timekeeping. The route and timing will be by a marked map.

Secret Intermediate Regularity Time Controls (IRTC) will be sited in the regularities. It is the competitors' aim to arrive (stop) at the IRTC at precisely the correct time. Penalties will be applied for early or late arrival (in excess of 5 sec). Note that the timing of the regularity section is always from the immediately preceding control. If you are 20sec late at IRTC 1 then your due time at IRTC 2 becomes 20sec later (there is no additional penalty).

The average speed will be 30mph for the whole of this short section and you should endeavour to provide a 30mph table for your use. The organisers will not provide these.

19. Controls

Control penalties as per section 20.

All controls must be visited in the order specified by the Time Cards.

All controls will open 15 minutes before the due time of car number 1 and close 30 minutes after the last car (OTL) is due plus any delay allowance.

Main Time Controls (MC)

These will be at the start of each leg and the finish of leg 3.

Time Control (TC)

Manned controls where competitors must stop to have their time recorded. You may not enter the control area until the minute of your due time. If you do so, you will be penalised for early arrival.

There will be an additional time control during Leg 1, this is designated a DTC, 30 minutes penalty free lateness is allowed at this control but OTL will be strictly enforced. Penalties under 19e (early arrival) will be applied to the DTC.

On Legs 2 and 3 TC control areas are defined as having an area of 3 meters around the actual point at which officials are making their records (R9.2.1).

Neutral Time Control (NTC)

Manned controls at the end of a neutral section where competitors must stop to have their time recorded. Note the penalty for booking in early at NTC is **30 minutes per minute**.

Passage Control, Public Highway. (PC)

Not timed. Proof of visiting will either be by crew receiving a signature or stamp on their time card or if unmanned by recording the code board in ink on the time card.

Passage Control, Selective. (SPC)

Not timed. Proof of visiting will either be by crew receiving a signature or stamp on their time card or if unmanned by recording the code board in ink on the time card.

On some Selectives there will be "Caution" Control Boards, please note this means there is a manned control within 50 metres.

Driving Standards Check (DSC)

Not timed. Established to observe driving standards.

Selective Start (SS)

You must enter the control area during the minute or half minute preceding your start time. If competitors are delayed at a Selective for more than 4 minutes they may claim a delay allowance from the marshal. This must be done immediately on arrival; the marshal will not give a time that is before that shown on their clock when the competitor arrives at the marshal. It is the competitor's responsibility to make the claim for a delay allowance.

No early or lateness penalty at Selective Start.

Selective Finish (SF)

Timed sections to the second you will be timed when you stop. STOP ASTRIDE THE LINE. If you overshoot the line you will be penalised 30 seconds

You must NOT reverse. If you reverse the penalty of 2 minutes will be applied.

Selective Intermediate Timing Point (SITP)

There are several long selectives on the Exmoor Endurance Rally. At an Intermediate timing point you must stop, a time will be recorded on your time card but no penalty will apply unless the Clerk of the Course decides to revert to the timing point in the event of the running of the Selective experiencing problems.

Regularity Start Control (RS)

You must enter the control area during the minute preceding your start time. If competitors are delayed at an RS then they may claim a delay allowance. No early or lateness penalty other than for OTL. No more than 1 car may start on each minute.

Intermediate Regularity Time Controls (IRTC).

Timed to the second when you stop at the marshal, penalty for early or late arrival in excess of 5 seconds. There is an additional penalty for stopping in sight of the marshal or excessive slowing.

20. Penalties.

Penalties will be as printed in the MSA Blue Book R Chart 13, except as amended below.

a) Not reporting or reporting OTL at a main time control (MC)		Exclusion.
b) Not reporting or reporting OTL at any other time control (TC)		30 Minutes
c) Not complying with the route card including visiting a time control (TC) more than once and including wrong approach or departure from a time control.		10 Minutes
d) Not reporting at a PC (or code board) or providing proof of visiting a passage control, including wrong approach and departure from a passage control on sections on the public highway.		5 Minutes
e) Arriving before due time at a Time Control (TC)		40 seconds per minute
f) Arriving after due time at a Time Control (TC)		20 seconds per minute
g) Arriving before due time at a Neutral Control (NTC)		30 minutes per minute
h) To t) as written.		
u) Not starting a selective		Selective Maximum + 10 minutes
v) Not completing a selective correctly including taking the wrong route.		Selective Maximum
w) False start on a selective or failure to stop astride the finish line		30 seconds
x) Every second taken to complete a selective over minimum time		1 second
y) Minimum penalty on selective		Minimum time
z) Maximum penalty on Selective.		Maximum time
aa) Striking a marker or failure to stop astride a line (other than the finish line)		10 seconds
bb) Failure to Stop at a selective passage control (SPC) or record the code board correctly on the time card in ink.		1 minute
cc) Making no attempt to perform a designated manoeuvre during a selective or short cutting by passing through a gap caused by a tape or barrier having been previously damaged or removed. Reversing at a selective finish.		2 minutes
dd) Failure to hand in damage declaration forms.		Exclusion
ee) Breach of the technical regulation		Decided by the Clerk of the Course.
ff) Failure to stop at a give way	Per offence	5 minutes. 30 minutes. Exclusion.
gg) Failure to deploy a ground sheet, where specified.	Per offence	5 minutes. 30 minutes. Exclusion.
hh) Arrival more than 5sec before due time at an IRTC		1sec/sec

ii) Stopping in sight of, or excessive slowing before an IRTC except for reasons of road safety	300sec/per offence
jj) Arrival more than 5sec after due time at an IRTC	1sec/sec
kk) Wrong way around a cone on a selective	30sec/cone

21. Results and Queries.

Interim results will be posted at various intervals during the event. The interim results are for information only. Any query resulting from the interim results should be made by completing a query form issued at documentation and handed to the Competitor liaison officer.

For the smooth running of the Results, please hand in any query forms for Legs 1 and 2 before departing for Leg 3.

Queries should be handed into the Rally Desk as soon as possible by competitors.

Results from Legs 1 and 2 will be displayed as soon as possible after Leg 2

Results from Leg 3 will be posted within 45 minutes of the OTL of the last car.

Provisional results will be posted as soon as possible after the finish of the last car, after this time no query forms will be accepted.

Protests will be accepted as per the MSA blue book.

22. Official Notice Board

The Official notice board will be located at signing on, in close proximity to the Rally Desk at Raleghs Cross from the finish of Leg 1 until the start of Leg 3 and then the Rally HQ at the finish of Leg 3.

23. Accommodation:

We have arranged accommodation with the Holiday Inn Express, Taunton.

Room Rate: £75 per double/twin per night including breakfast (for Friday and/or Saturday night).

Please mention the Exmoor Endurance Rally and Tavern Motor Club when booking.

The Holiday Inn Express Taunton

Blackbrook Business Park

Taunton

TA1 2PX

T: 01823 624000

E: info@expresstaunton.co.uk

W: www.expresstaunton.co.uk

24. Final Instructions

Final instructions including details of the noise test, scrutineering and start times will be sent to competitor during the week prior to the event **by email** unless otherwise requested on the entry form.

Acknowledgements:

Dick Appleton and the Endurance Road Rally Championship 2011
Nick Salter, Forestry Commission
K & R Mitsubishi, Taunton
Magic Nosh
Porlock Manor Estate
Raleigh's Cross Inn
All marshals
The entire set up crew.



All supporters of the 2011 Endurance Road Rally Championship:

