

Rally Revival Motor Club

Proudly Presents

E&H Memorial Rally 2024

18/19th May 2024

Sponsored by Flintshire Auto Services



A round of the ANWCC Road Rally Championship

FOREWORD

Rally Revival Motor Club would like to welcome you to the very first E&H Memorial Rally. The team have been busy organising a route which will prove a challenging test for any competitor. A huge note of thanks to Mr Chris Rowlands for sponsoring this years event.

Centred around the market town of Mold, the route will comprise approximately 110 miles all within a 30 mile radius of the town. The event will start with a daylight test. Scrutineering, Start, Trailer Park and halfway are all in the town and the start/finish are at the Rugby club, we are committed to making the event as user friendly as possible. After the test we have arranged for all cars to be displayed on the highstreet where there will be commentary, arch and hopefully lots of people.

As with all events we require many marshals to ensure its smooth running, so a requirement of entry is that you supply a marshal.

This year we are also running a ten car clubman permit event specifically aimed at Novice/ Beginner crews. These will run after car 50 on the main event.

There will be a compulsory per crew donation of £10 which will go to Claire House Hospice & Welsh Air Ambulance, charities very close to the late Hazel Pierce's heart.

We look forward to seeing you all on the night!

PREVIOUS WINNERS

2024 It Could be you!

ACKNOWLEDGEMENTS

North Wales Police ,Ifor Davies RLO

MotorSport UK authorisation department

N.F.U. and F.U.W.

**Mold Town Council, Flintshire, Wrexham
and Denbighshire County Councils**

Mold Ruby Club

Fuel Halts

Residents of Mold & en-route



**ASSOCIATION OF
NORTH-WESTERN
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**REGIONAL CHAMPIONSHIPS FOR
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and more**

SUPPLEMENTARY REGULATIONS

1) Announcement

Rally Revival Motor Club will organise an Interclub & Clubman permit road rally called the E&H Memorial rally on the 18/19th May 2024

2) Jurisdiction

This meeting will be governed by the general regulations of the Motor Sports UK Ltd (incorporating the provisions of the international sporting code of the FIA), these supplementary regulations and any written instructions that the organising club may issue for the event.

3) Authorisation

MSUK permit number : tba

MSUK Event Number: 28982MY18/19

DOE authorisation has been applied for.

Championship Permits:

CH2024/RALLY035 ANWCC Road & Navigation Rally Championship

CH2024/RALLY036 ANWCC North Wales Road Rally Challenge

4) Eligibility

The event is open to members of Rally Revival Motor Club, and crews who belong to member clubs of the ANWCC & WAMC. All competitors must produce a valid championship (if registered) and club membership card at signing on, along with a valid Motor Sport UK competition licence. Please note crews in the 10 car Novice only Clubman event will both need to join Rally Revival Motor Club and have the relevant license

5) Programme

The event will start at Mold Rugby Club, Mold, Flintshire. Scrutineering and noise will take place between 14.00 and 17.30. Competitors are reminded of technical regulations regarding cars competing on road rallies (R5.1). Any competitor not signed on by 17.30 may be excluded and their place offered to a reserve crew. The event uses maps 116/7/ 125 newest editions. The first car will start at approximately 18.30 hrs and finish at approximately 03.30 hrs at Mold Rugby Club

6) Format

The total mileage will be approximately 115 miles on metalled and unmetalled (3 miles of total are white) roads; competitors will be required to carry enough fuel to cover approximately 70 miles & 45 miles respectively. Fuel will be available near the start and en route, details of nearest fuel stations to be included in finals. Super unleaded will be available during the night although one facility will be card payment only should you wish to use it.(There will be a choice of petrol stations at the fuel halts !!)

Attention should be drawn to Quiet zones, DSO boards, Cautions, etc.

The competitors official notices will be displayed on the official notice board at the start and finish venue and every competitor will be deemed to have read all such notices. Other notices/instructions deemed appropriate will be displayed at main controls during the night and will require your signature of understanding.

Cars will start at one minute intervals.

Standard sections (as defined by R10.2 inclusive) are sections where a penalty will be applied for being late or early, these may contain sections timed to an accuracy of less than one minute.

Neutral sections (as defined by R10.3 inclusive) are sections that are used to take the rally through PR sensitive or densely populated areas. They will be timed at a low average speed. Competitors must proceed in the highest possible gear. Any competitor deemed by a judge of fact to be making excessive noise in a neutral section will be excluded from the event. Competitors may not make up time during these sections. The use of auxiliary lights is forbidden on neutral sections.

Transport section (as defined by R10.5 inclusive) will be used to transport competitors between other types of sections where the route is not PR sensitive or densely populated.

Tests as defined in R10.6 inclusive.

Black spots - are an out of bounds area and must not be entered under any circumstances even following retirement.

Quiet zones - are PR sensitive areas. You must dip your lights and drive in the highest possible gear. Driving standards observers may be present in these areas. Quiet boards, where used, will be followed with an OK board.

The route has been plotted using a basic roamer.

Maximum permitted lateness is as follows:

Between MC0 and MC1 10 minutes

Between MC1 and MC2 & MC2 and MC3 no penalty free lateness.

Between MC3 and MC4 30 minutes and 59 seconds.

Between MC5 and MC6 15 minutes 59 seconds.

Competitors will be supplied with all test information at MC 0. Full route information will be supplied at MC2. These documents will provide all the route information necessary to enable competitors to comply with R9.1 inclusive. All give ways in the route information must be visited, route will be defined by **ALL** map references and instructions supplied by the organisers.

7) Identification

Cars will be identified by 2 rally plates, supplied by the organisers. These must be affixed to the nearside window and rear of the car. These must be removed at the finish of the event or on retirement or disqualification.

8) Classes

The Interclub event will consist of 3 classes as follows:- Please note new class structures!!

Class A – Expert

Either member of the crew having finished in the top 10 of a National B/Interclub or higher status rally 3 or more times in the last 10 years or having won a National B/Interclub rally in the last 5 years, in the role entered.

Class B – Semi Expert

Crews not eligible for classes A or C. (In the role entered)

Class C –Novice

Neither member of the crew having finished within the Novice awards (OR HIGHER) 3 or more times in the last 5 years on a National B/Interclub rally. Excluding a team award or mixed crew award in the role entered. Crews having WON the Novice class on a National B/Interclub event will be classed as Semi Expert.

Clubman event – Novice/ Beginners

Neither member of the crew having finished within the Novice awards (OR HIGHER) 3 or more times in the last 5 years on a National B/Interclub rally. Excluding a team award or mixed crew award in the role entered. Crews having WON the Novice class on a National B/Interclub event will be classed as Semi Expert.

Seeding is purely based on National B/Interclub or higher and discounts results on Novice only events.

Note: - No discussion will be entered into regarding seeding.

9) Awards

Awards will be presented as follows

1st Overall Driver–Trophy & Replica

1st Overall Navigator- Trophy & Replica

1st Expert Driver

1st Expert Navigator

1st Semi Expert Driver

1st Semi Expert Navigator

1st Novice Driver / Navigator –

2nd and 3rd in each class an award subject to minimum of 5 and 8 entries respectively

1st Mixed Crew – Award to Driver and navigator

A crew may only win one award.

Clubman event- an award to 1st overall driver and navigator

10) Results

Provisional results will be published as soon as possible following the end of the event as R15.1 inclusive. Protests must be made in accordance with MotorSport UK regulations. Results will be made final 30 minutes after being announced provisionally at the finish venue, or sooner if agreeable with those present at the finish venue. Results will be decided on the least amount of fails collected and then by the least amount of time lost. Ties will be resolved in favour of the competitor with the least time lost on the first section. Unresolved ties will then be judged in the favour of the furthest cleanest. If still unresolved engine capacity will therefore decide.

Results will only be published on www.rallyrevival.co.uk & <https://mtc1.uk/a/Results> following the event unless crews specifically request paper copies at time of entry.

11) Entries

The entry list opens on publication of these regulations and closes on the 10th May at 17.00 hrs. Exceptionally, if there is space still available after this date, then entries may be accepted at the organiser's discretion and can be accepted up until 18.00 hrs on the 17th May. The entry fee is £130.00, which includes two breakfasts and a compulsory per crew donation of £10 to Welsh Air Ambulance and Claire House Hospice.

The maximum entry for the interclub event is 50 and the minimum is 40. The maximum entry for the clubman event is 10 and the minimum is 10. Any spaces left available from either event will be made available to Interclub or Clubman as befits.

The first 60 entries will be on a first come first served basis.

Should the minimum figure not be reached by 5th May, the organisers have the right to either cancel or postpone the meeting. **Entries must be paid in full within 7 days of placing an entry, failure to do so will result in your entry being cancelled.**

Entries will be confirmed by receipt and acknowledgement.

Entries whose payments fail to clear will require a cash payment before the event that may be subject to additional charges.

It is a condition of acceptance that entries will only be accepted with a fully completed Entry Form including your MARSHAL'S DETAILS.

It is a condition of entry that all crews must supply a marshal team, no members of Rally Revival Motor Club as at 1st Jan 2024 will be allowed to sign on for competing crews without express permission of Clerk/Chief Marshall or Chief Timekeeper/Entries Secretary of the meeting. Marshalls must bring and wear a high visibility vest/jacket whilst at their control point.

The Entries Secretary to whom all entries must be sent is:-

Nia Jones, ENTRIES VIA THE ELECTRONIC SYSTEM

Cancelled Entries.

Entry fees will be refunded in full if cancelled in writing (e-mail accepted) before the 5th May. Entries cancelled after this date but before the 10th May will be refunded minus £20 surcharge and charity donation. After this date at organisers discretion subject to a full 60 cars starting the Rally. Entries can be refused at the organisers discretion and no discussion will be entered into.



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Tel: 07952 592445 or sales@lhmotorsport.co.uk



12) Officials

Clerks of the Course:

Chris Rowlands 07741 302068 offplot@hotmail.com

Brynmor Pierce 07952 592445 brynmor1@btinternet.com

Asst Clerk of the Course/Competitor liaison:

Michael Hughes

Secretary of the Meeting:

Brynmor Pierce 07952 592445

Entries Secretary:

Nia Jones 07777659186 nia.w.parry@outlook.com

Chief Marshals:

Chris Rowlands 07741 302068

Chief Timekeeper/ PR Liaison:

Lewis Rock 07809 282574

Scrutineer :

Ronnie Roberts & Robert John Jones

Environmental Scrutineer:

Bryn Pound

Stewards:

Gwyn Reynolds-Jones, Roger Evans

Driving Standards Observer ,

TBA and all named officials, plus WAMC Northern Centre nominated DSO

Route liaison Officer:

Ifor Davies

Results:

<https://mtc1.uk/a/Results>

Other officials may be announced in the final instructions or on the official notice board at signing on.

13) Map Marking / Pace Notes

The use of map markings / pace notes will not be permitted. The only markings permitted, will be that of related information given out by the organisers and highlighting of information already on the map as defined by R9.1.6. Any Competitor found to be infringing this rule will be excluded. Map checks en-route will ensure compliance.

14) Penalties

Penalties will be assessed on the time penalty system K.18 modified as follows:

- A) Not reporting or reporting OTL at a Main control Retired
- B) Not reporting or reporting OTL at any other time control 1 Fail
- C) Not complying with the route card including visiting a control more than once 1 Fail
- D) Not reporting at a passage control or providing proof of visiting a route check 1 Fail
- E) Arrival before due time at a time control of a standard/neutral section, 1 fail per offence

- F) Arrival after due time at a time control on a standard section, actual time late.(1 sec per second, 1 minute per minute)

- G) Arrival after due time at the end of a Neutral section, penalty free except cumulative towards total lateness.
- H) Breach of technical regulations concerning the use of lights and breaches of the construction and use of lighting and vehicle regulations Exclusion
- I) Damage or ineffective silencing system Exclusion
- J) Damage to car – damage will be considered to be any tear or indentation exceeding 30cm inches in depth to the external surface of the coachworks Exclusion (See SR18 for full explanation)
- K) Excessive Sound Exclusion
- L) Receiving assistance contrary to H.36(b) Exclusion
- M) Breach of statutory regulations concerning the driving of the motor vehicle including failure to stop at give ways and at junctions specified as giveways in the route card Exclusion
- N) Failure to comply with a reasonable instruction of an official providing that warning is given that a penalty will be applied Exclusion
- O) Excessive speed or driving in a manner likely to bring the sport into disrepute Exclusion

Assessment of performance will be based on the least amount of fails and then by the least amount of time lost. Ties will be resolved in favour of the competitor with the least time loss on the first section. Unresolved ties will then be judged in the favour of furthest cleanest. If still unresolved, engine capacity will therefore decide.

Test specific penalties

Penalties: Penalties will be as R13 – Appendix 1 Chart 13 except as modified below.

Penalties on Special Tests: (1st = 1st offence / 2nd = 2nd offence)

- A. Taking the Bogey Time or less Than the Bogey Time= Bogey Time
- B. Taking longer than the Bogey Time but less than the Maximum Time = Actual Time Taken
- C. Taking longer than the Maximum Time or failing to complete a test = Test Maximum
- D. Not attempting a test Test = Maximum + 5mins
- E. Wrong side of a single cone or marker = 1st +30 seconds / 2nd Test Maximum
- F. Striking a cone or marker = +10 seconds per cone/marker
- G. Failing to stop astride a finish line (actual attempt made to stop) = +30 seconds per offence
- H. Failing to stop astride a line or stop in a box = +30 seconds per offence
- I. Ignoring a stop astride finish line (no attempt made to stop) = Test Maximum
- J. Jump Start = +30 seconds per offence

- K. Not completing a test by the correct route other than in N or R = Test Maximum
- L. Starting but not completing a test = Test Maximum
- M. Attempting to start a test without the correct wheel/tyre markings = 1st Test Maximum / 2nd Exclusion
- N. Not providing proof of visiting a Passage Control = 1 FAIL
- O. Not recording the correct code from a code board (if used) = +30 seconds per offence
- P. Not reporting at a Main Time Control within maximum permitted lateness Disqualification
- Q. No penalties will be applied for late arrival other than maximum lateness. Competitors will start at one-minute intervals, unless otherwise instructed by an official. Where tests are used twice in succession, 30 seconds starts may be used.
- R. The wrong test penalty will be applied if you make a mistake on a test and pass the wrong side of a cone or go the wrong way around a cone. You may retrace your steps as long you are no more than 2 car lengths passed the manoeuvre. Once you have passed 2 car lengths incorrectly you will automatically incur the penalty for not performing a test correctly.
- S. Striking a barrier +30 seconds per offence
- T. Arrival before due time at any Main Control (MC) +2minutes per minute early
- U. Failure to stop at a Give Way within a test, Test Maximum + 5mins

15) General Regulations

All general regulations of the MSA will apply as written except for the following, which are modified:

R8 inclusive Secret checks may be established without prior notice to ensure compliance with the route and /or other regulations, e.g. Give ways, Black spots or Quiet Zones

R5.4.3. Only the driver nominated on the entry form may drive during the event

R6.3.1 , D8.1.4 & G.11.1. Any notice or amendment displayed at the start or en-route bearing the signature of either of the Clerk of the Course/Asst Clerk of the course, Chief Marshall, Chief Timekeeper or Entries Secretary of the meeting shall have the same authority as these A.S.R.'s

R8.1.1. Give Ways – Competitors will be required to stop at all junctions specified as a give way junction on the route instructions. At these junctions all wheels must be seen to stop and all forward motion must cease.

R15.1 & R15.1.1. To be classified as a finisher, competitors must report to and receive a valid signature at:

Two thirds of the time controls listed on the route card plus

All main controls

All noise checks

Damage control

Within their maximum permitted lateness and in the vehicle in which they started the event.

16) Timing

The event will use the scheduled timing method. Timing will be by digital clocks, using BBC / Telecom time. Competitors are advised to set their watches at the start of the event.

17) Controls

There will be 9 types of controls:

Main Control (MC). These will be found at the start, petrol halts and at the finish.

Time Controls (TC) These may be timed to the minute or second and may be dual controls, therefore may count as the end of one section and start of the next

Passage Control /Route Check/Via (PC/VIA/RC). These may be manned or unmanned and the only requirement for a competitor is to have the marshal's signature if manned or to record a code board if unmanned. Unmanned controls must be countersigned at the next plotted manned control, ie (not a DSO).

3 Meter Controls. These are where a not as map junction is used. Competitors will be issued with diagrams showing the correct approach and depart at these controls.

Secret checks. These will be included to establish compliance with Quiet zones, give ways, DSO's and map checks. Marshalls at these points will NOT be able to sign for unmanned passage controls.

Test start. These will be timed to the minute with marshals giving a countdown to start test.

Test finish. These will be timed to the second. Crews will be required to stop astride a clearly defined line and then pull forward to the marshal to have their timecards completed.

The organisers reserve the right to cancel sections if it is deemed fair to do so, force majeure etc.

When the organisers consider that inaccurate times have been given at any time controls, they will therefore deem it to be a passage control.

Procedure at controls

Time Controls: At each main control or controls for the purpose of recording a time, the marshal will enter the time shown on the control clock and sign in the appropriate place on the time card. You may enter these controls on the previous minute to your due time. The time will be when the card is presented to the marshal. (You may wait in the control area but you must leave room for vehicles to be able to pass) **Please note comments in 17 referring to test finish.**

At a passage control / via/ route check/rct there will either be a board to record or the marshal will enter their name on the time card as proof of correct approach. In instances of no marshal being present (IE codeboard is present) All information recorded must be countersigned by the marshal at the next manned control as per route card.

All controls will be indicated by a control board upto 50 yards ahead of the marshal, (except for three meter controls), on the correct direction of approach and the left hand side of road. In the instance of a Route check the C board may not be present. Controls must be visited in the order specified in the route card. Controls visited out of order will be deemed not to have been visited.

Should any entry on a time card not be legible, or not appear authentic, it may be considered not to have been made. Organisers may refer to marshal check sheets in case of doubt. Any alterations or amendments to cards will only be accepted if countersigned by the marshal at the time of amendment. It is the competitor's responsibility to ensure that their time card is correctly marked. It is not the duty of any marshal to interpret these regulations, MSUK regulations or any other written instructions given to competitors, nor explain the meaning thereof. It is the responsibility of competitors to read and understand any regulation and written instruction.

Controls will open 30 minutes before due time of car 0 and close , 10 minutes (test), 30 minutes 59 seconds (1st half) and 15minutes 59 seconds (2nd half) after the due time of the last car.

Any competitor who causes any form of harassment to a marshal or any official, or who remains in a control area subsequent to an instruction to depart, will be reported to the stewards of the event. The organisers reserve the right to exclude any such competitor.

18) Damage

All competitors will be required to complete a damage declaration form that must be handed in at the finish. In case of retirement this form must be forwarded to the secretary of the meeting within 72 hours, unless damage has been caused then this MUST be reported on the night of the event. Failure to do so will result in the competitor being reported to the MSA. Competitors are reminded that submission of a damage declaration form does not in itself negate their responsibilities within the law if they have been involved in a road traffic accident.

AFTER ISSUES DURING A PREVIOUS EVENT THAT HAVE HEAVILY JEOPARDISED THE ROUTE, THE CLUB WILL THROUGH THE POWERS OF THE MotorSport UK LOOK TO RECOVER ALL COSTS INCURRED. Crews involved in any incident involving damage to a 3rd party will be excluded regardless of level of damage to the competitors vehicle. Damage liable to exclusion will be any indentation or tear of more than 30cm long occurring above the centre line of the vehicles wheel height. Over and above this any damage to lights and bumpers may also result in exclusion (CofC discretion). Any car presented for scrutineering with any damage will have this noted and will only be allowed to start at the discretion of the Scrutineer / CofC/ Chief Marshall or Timekeeper..

Noise testing will occur at the start, and may occur at half way halt and final damage check.

It is regrettable having to take such a hard line but the future of our sport is in your hands regarding damage and we must have vehicles that are presentable and fit for use at all times.

We wish to remind crews that the event is held on the public highway and as such should any incidents occur the normal rules of the highway code apply!!!

19) Driving Standards Observer

Competitor's attention is drawn to D.25.1, H.31.1.1 & r8.1-8.5. that failure to stop when requested by a DSO will incur a penalty of exclusion. All DSO's will be considered judges of fact, in addition all named officials will also be deemed judges of fact. Competitors attention is drawn to MSA regulations, which in brief state that the clerk of the course shall either directly, or through his powers of delegation, ensure that all regulations are complied with and that in conjunction with appointed officials, keep order with special responsibility for public security.

DSO's will be appointed to adjudicate on:

Excessive noise
Excessive speed
Driving in a manner likely to bring the sport into disrepute
Compliance with special restrictions i.e. Quiets, Giveaways.

The organisers intend to enforce the DSO's role in a fair and efficient manner, if you do not abide by the above you **WILL** be going home.

Please dip your lights when entering any control area.

20) Scrutineering

Scrutineering will be to comply with the road traffic act, General Regulations Section J and Technical Regulations R18 inclusive. Cars will be required to undergo a noise test. Failure will result in a non start. Noise checks may also be carried out en-route. Crews either failing noise test or scrutineering will not be permitted to start and will not be refunded the entry fee. **Please note the Police forces and RLO's of Wales require all competing vehicles to be fitted with tyres that carry a valid 'E' mark at all times.**

21) Service

Service, and any other form of outside assistance, will NOT be permitted during the event. This also applies to the halfway halt. Competitors may however work unaided and may borrow tools or equipment from fellow competitors or owner of the halfway halt. The penalty for infringing this regulation is Exclusion.

22) Photographs

Official event photographer David Hales, <https://www.davidhalesphoto.co.uk/>

23) Insurance

Due to ongoing issues with insurance the Organisers have decided that crews must have adequate cover themselves to comply with competitive event cover. This is either part of your existing policy or an extension you've taken out.

The club unfortunately at present have no means to offer event specific blanket cover on the night.

It is entirely upto crews to ensure they have cover and no refunds will be given if you turn up with no insurance.

24) Final Instructions

Final Instructions / entry list will be posted on our website in the week starting 13th May, exceptionally they will be sent first class to the driver/navigator if requested at time of entry.