

Epynt Motor Club Ltd



OLD FORGE GARAGE MEWLA RALLY

SUNDAY 27TH AUGUST 2023



Supplementary Regulations

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Foreword

Epynt Motor Club Ltd is pleased to announce that the 2023 Mewla Rally will take place on August 27th. This year's event will be aimed at the clubman with 44 competitive miles across 10 stages of the famous Epynt Military Training Area.

We once again welcome our sponsors Brian and Tim Dennis, of the Old Forge Garage who are well known to everyone in the sport and have been great supporters of Epynt Motor Club for many years.

We are thankful to the landowners for allowing the event to take place, and to our sponsors, marshals, and officials for supporting the event. We are pleased to be welcoming spectators back to the ranges.

This year we will be a qualifying round of the

- J.D Competition Tyres Welsh Tarmacadam Championship
- ANWCC Stage Rally Championship
- Marsh Sport WAMC King of Epynt Challenge

We hope all competitors, marshals, spectators, officials and media enjoy this years Mewla rally, as always, we welcome feedback on the event.

We look forward to welcoming you, be it as a competitor or marshal.

Please note that the Epynt Military ranges by order of the Ministry of Defence is strictly a no-smoking area. You must not smoke anywhere on the military ground.

The Organisers

Provisional Event Timetable

Wednesday 28th June 2023: 19:00	Regulations Published at www.epyntmc.co.uk
Monday 3rd July 21:00	Entries Open at www.epyntmc.co.uk
Wednesday 16th August 2023: 23:59	Entries Close for seeding
Friday 18th August 2023: 21:00	Finals Available
Wednesday 23th August 2023: 23:59	Entries Close Finally
Saturday 26th August 2023: 14:00 – 17:00	Scrutineering, Noise & Documentation
Sunday 27th August:	
<i>Scrutineering, Noise & Documentation</i>	07:00 – 08:00 (<i>Provisionally – please check finals</i>)
<i>Provisional Rally Start</i>	09:30
<i>Provisional Rally Finish</i>	16:00
Presentation	ASAP after results go final

Acknowledgements:

All members and friends of Epynt Motor Club who have given their time to help in the running of the event.

Old Forge Garage & Brian Dennis Motorsport (Brian & Tim Dennis)

Motorsport UK and its Technical Officers

All Landowners in the Area

All Marshals and Competitors

Ministry of Defence & Landmarc

Dyfed Powys Police

The Graziers

Safety and Radio Operators

Powys County Council

Chris Philips (Epynt Liaison Officer)

Major Karl Dawson

Margaret Tweedy

AC Maps

Belle Vue Hotel, Llanwrtyd Wells

Greyhound Hotel, Builth Wells.

Stage Sponsors:

Thank you to our Stage Sponsors who are supporting the event.

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Championships:	
	<p>Welsh Tarmac Rally Championship Supported by J.D Competition Tyres www.wtrc.wamc.org.uk Fran Davies 07836 797 763 wamc.tarmac@wamc.org.uk</p>
	<p>ANWCC Stage Rally Championship Supported by Mintex Racing, Motordrive, Red Fox Promotions, SBARDUN, Slicks, Titan. Dave V Thomas anwcc@talktalk.net</p>
	<p>King of Epynt Challenge Supported by Marsh Sport Fran Davies</p>





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Past Winners:

Year	Names	Car
1978	Frank Pierson/Ednyfed Morgan	RS1800
1979	Not Held	
1980	Roger Chilman/Norman Creed	RS2000
1981	Derek Evans/Terry Evans	Chevette
1982	Bob Fowden/Dave Whittock	TR8
1983	Phil Collins/Keith Oswin	Manta 400
1984	Phil Collins/Roger Freeman	Manta 400
1985	Phil Collins/Roger Freeman	Manta 400
1986	Willie Rutherford/Brian Harris	Metro 6R4
1987	Phil Collins/Brian Thomas	Sierra Cosworth
1988	Brian Price/Peter Carter	Manta 400
1989	John Price/Mike Bowen	Metro 6R4
1990	Geoff Kitney/Alan Mcaan	Darrian T90
1991	Not Held	
1992	John Price/Mike Bowen	Metro 6R4
1993	John Price/Mike Bowen	Metro 6R4
1994	Bob Fowden/Phil Morgan	Escort Cosworth
1995	Peter Doughty/Lyn Jenkins	Sierra Cosworth
1996	Peter Doughty/Lyn Jenkins	Escort Cosworth
1997	John Price/John Morgan	Metro 6R4
1998	John Price/Caroline Broad	Metro 6R4
1999	Bob Fowden/Jerry Hynes	Escort Cosworth
2000	John Price/Caroline Price	Metro 6R4
2001	Not Held (Foot and Mouth)	
2002	Peter Lloyd/Paul Cook	Metro 6R4
2003	Melvyn Evans/Marc Jones	Subaru Impreza
2004	John Dalton/Gwynfor Jones	Darrian T90 GT
2005	Eian Pritchard/Martin Jones	Subaru Impreza
2006	David Kynaston/Andy Russell	Audi A3 Quattro
2007	Eian Pritchard / Martin Jones	Subaru Impreza
2008	Damian Cole / Paul Spooner	Hyundai Accent WRC
2009	Peter Lloyd / Graham Handley	Subaru S12 WRC
2010	Eian Pritchard / Steve McPhee	Subaru Impreza WRC S11
2011	Peter Lloyd / Carl Sorensen	Subaru Impreza
2012	Damian Cole / James Morgan	Ford Focus WRC
2013	Peter Lloyd / Carl Sorensen	Subaru Impreza
2014	Damian Cole / Elliott Edmondson	Ford Focus WRC
2015	Stephen Simpson / Patrick Walsh	Subaru Impreza
2016	Damian Cole / Paul Morris	Ford Fiesta WRC
2017	Damian Cole / Paul Morris	Ford Fiesta WRC
2018	Jason Pritchard / Phil Clarke	Ford Focus WRC
2019	Damian Cole / Paul Spooner	Ford Fiesta WRC
2020	Not Held (COVID19)	
2021	Melvyn Evans / Mark Glennerster	Škoda Fabia R5
2022	Jason Pritchard / Phil Clarke	Ford Focus WRC

Article 1 - Announcement:

- 1.1. Epynt Motor Club Ltd will organise an Interclub permit stage rally on 27th August 2023.
- 1.2. The event is a qualifying round of the following Championships:
 - a. 2023 J.D Competition Tyres Welsh Tarmacadam Championship
 - b. 2023 ANWCC Stage Rally Championship
 - c. 2023 Team Promotive King of Epynt Challenge

Article 2 - Jurisdiction:

- 2.1. The event will be held under:
- 2.2. The 2023 General Regulations of the Motorsport UK Ltd (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.
- 2.3. The regulations issued by the championships of which this event forms a part.
- 2.4. These supplementary regulations.
- 2.5. Any written instructions the organisers may issue.

Article 3 - Authorisation:

3.1	Motorsport UK Permit No.	128765
3.3	2023 ANWCC Stage Rally Championship	CH2023/RALLY040(E)
3.5	2023 Welsh Tarmacadam Championship	CH2023/RALLY054(E)
3.6	2023 King of Epynt Challenge	CH2023/RALLY053(E)
3.7	Motorsport UK Route Authorisation No.	TBC

Article 4 – Competitor Eligibility:

- 4.1. All competitors must hold a valid competition licence issued by Motorsport UK (H.26.1) or by Motorsport Ireland (H.25.1.5). Competitors unable to comply with this must contact the organisers.
- 4.2. In addition, they must either be:
 - a. A member of the organising club,
 - b. Belong to a Member Club of the Welsh Association of Motor Clubs,
 - c. Belong to a Member Club of the Association of West Midlands Motor Clubs,
 - d. Belong to a Member Club of the Association of South Western Car Clubs,
 - e. Belong to a Member Club of the Association of North Western Motor Clubs
 - f. Registered competitors of Championships as listed in Article 1.
- 4.3. Competitors are reminded of Motorsport UK's requirement for entrant licences as laid down on the licence declaration form and in the 2023 Motorsport UK yearbook. Club membership cards, Motorsport UK competition licences and championship cards must be available for inspection if requested.

Article 5 - Start and Finish:

- 5.1. Rally HQ and the start and finish for the event will be at the Riffle Range located on the Epynt Military Ranges, Map 160 888/402 for the weekend.

Article 6 - Scrutineering and Signing-On:

- 6.1. Each entrant will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars will be re-classified to the correct class if found ineligible for their current class.
- 6.2. The competing vehicle will be subject to noise test with a maximum of 100 dba at 0.5 metres, at 4,500 rpm, in accordance with R.4. Noise will be conducted at the time and location given in Final Instructions.
- 6.3. The use of FIA specification fuel (FIA appendix J article 252, article 9) will be permitted for all competitors, subject to MotorsportUK Yearbook Section b – Pump Fuel. This does not override any championship regulations
- 6.4. Competitors are reminded that all vehicles must comply with the regulations laid down in the Motorsport UK Yearbook, these Supplementary Regulations, and any regulations laid down by the championship they have entered. Failure to do so will mean they will be reported to the Clerk of the Course. (Motorsport UK Technical Regulations J.5, R.46 to 49, K and L.)
- 6.5. Cars must be taxed and insured for the public highway, vehicle registration documents and current MOT (where applicable) must be available on the event for inspection along with the Motorsport UK Competition Car logbook or Vehicle Passport.

Article 7 - Route:

- 7.1. The total event mileage will be approximately 70 miles on public and private roads, of which, approximately 44 miles will form special stages.
- 7.2. The Rally Route will be contained on the following OS maps sheets: - Land ranger 1:50,000 sheet numbers 160.
- 7.3. The event will contain 10 special stages on private property, which will be timed to an accuracy of less than 1 minute, by marshals instructed by a Motorsport UK licensed timekeeper.
- 7.4. The route will be defined by six figure map references and by Tulip-Type Road Book.
- 7.5. Full details of the route and special stages will be given in the road book issued to competitors at documentation. This document will contain all the necessary information to enable competitors to comply with R33.1 – R33.1.9
- 7.6. Stage Maps will be sent out with the Final Instructions

Article 8 - Identification:

- 8.1. Cars will be identified by Rally Plates supplied by the organisers to be fixed to the bonnet and boot. High visibility numbers, to be fitted to the rear side windows, will be provided by the organisers. Regulation sized door competition numbers, which must be supplied by competitors and displayed in accordance with (J.4). Numbers must be displayed on a white background.
- 8.2. Competitors must provide a clear space above and below the door competition number for event and sponsors advertising material. (H.28.1.1)
- 8.3. Each service vehicle must clearly display an official plate, on the front windscreen, provided by the organisers. (R38.3)

Article 9 - Classes:

- 9.1. The event is open to cars complying with the following classes: -
- ❖❖ Class 1 - Up to 1400cc
 - ❖❖ Class 2 - 1401cc to 1600cc
 - ❖❖ Class 3 - 1601cc to 2000cc 2WD (Including all R2T + Rally4 Cars)
 - ❖❖ Class 4 - 1601cc to 2000cc 8v engines 2WD
 - ❖❖ Class 5 - 2001cc and over 2WD
 - ❖❖ Class 6 - 4WD cars not eligible for class 10
 - ❖❖ Class 7 - Road Rally Cars (As per Motorsport UK regulations)
 - ❖❖ Class 8 - Historic Cars up to 1601cc with no more than 2v per cylinder plus Historic Cars up to 2001cc with Single Cam Engines. (Cars must comply with Motorsport UK Historic Regulations)
 - ❖❖ Class 9 - All Historic Cars over 1601cc with Multi-Valve Engines (more than 2v per cylinder) + All engines over 2001cc (Cars must comply with Motorsport UK Historic Regulations)
 - ❖❖ Class 10 - All WRC, R5/Rally2, S2000, 6R4's & Homologated Grp.A cars & any derivative therefrom
- 9.2. Cars with engines having forced induction will have their engine capacity multiplied by 1.7 to establish capacity.
- 9.3. Should any class have less than 5 entries, organisers reserve the right to amalgamate two or more classes or to reduce the trophy list as deemed appropriate.
- 9.4. Should a class not align with the appropriate championship, then the relevant championship secretary will allocate points according to the championship regulations.

Article 10 - Awards:

- 10.1. General classification
- a. 1st Overall Driver Award
 - 1st Overall Co-Driver Award
- 10.2. Class Awards
- a. 1st in each class Award for each Driver & Co-Driver
 - b. 2nd in each class Award for each Driver & Co-Driver
(Subject to a minimum of 5 entries at close for seeding)
 - c. 3rd in each class Award for each Driver & Co-Driver
(Subject to a minimum of 8 entries at close for seeding)
- 10.3. Special Awards
- a. Best Epynt Motor Club Driver & Co-Driver (Award for each - Not necessarily same crew)
(Must have joined Epynt MC Ltd for current year before 01.05.23)
 - b. Morgan Darrian Cup Award
(A perpetual cup for the highest placed Darrian driver. Donated by Anthony Morgan.)
- 10.4. A competitor may only win 1 award, other than a special award.

Article 11 - Entries:

- 11.1. The Entry Secretary is: Sophie Harper, Mewlaentries@hotmail.com / 07780 358 538.
- 11.2. The maximum number of entries for the event is 80 plus 10 reserves. The minimum is 50. The minimum number of entries for each class is 5 should either of these minimum figures not be reached, the organisers reserve the right to cancel the event or amalgamate the classes where necessary.
- 11.3. The standard entry fee, which includes one service pack, is £325.
- 11.4. Cash Entries are not accepted. Payments must be made by BACS or Cheque, cheques must not be post-dated and arrive 2 clear weeks prior to the event.
- 11.5. The entries open on 3rd July 2023 at 21:00 and close for seeding at 23:59 on 16th August 2023, unseeded entries may be taken at the organiser's discretion until 23:59hrs, 25th August 2023.
- 11.6. Entries must be made online at:
<https://www.rallies.info/webentry/2023/mewla/webentry.php>
- 11.7. A confirmation of entry receipt will be made as soon as possible. Entries are at the discretion of the organisers and entries may be refused without any reason given.
- 11.8. The first 50 FULLY PAID entries will be "first come, first served" with the remaining 30 entries to be allocated at the organiser's discretion.
- a. The 30 Reserve entries will be allocated on the 31st July, and entrants will be informed within one week.
 - b. Entries after the 31st July will be accepted on a first come first serve basis.
- 11.9. Once the seeded entry list has been published, no communication will be entered regarding it. NB. Entries received after close for seeding will not appear on the seeded entry list prior to the event.
- 11.10. In the event of withdrawn the following applies
- a. Entries must be officially withdrawn via email.
 - b. Refunds will be done in accordance to the date the email was received. If you are unable to send an email, then you must let the Entry Secretary know, who will send you confirmation.
 - c. Entries must be withdrawn prior to 9pm on the Friday prior to the event to be eligible for a refund. Any withdraw after this time, will not be entitled to a refund.
 - d. Entries withdraw in 7 days prior to the event (Sunday before), will be subject to a 50% administration fee.
 - e. All withdrawals will be subject to a £15 administration fee.
 - f. Clarification Table:

Dates:	Administration fee:
Entries Open to 23:59 19 th August	£15
00:00 20 th August – 21:00 25 th August	50% of the entry fee
After 21:01 25 th August	100% of the entry fee and membership as applicable.

11.11. REGULATIONS REGARDING COMPETITORS UNDER 18 YEARS OF AGE:

Parents or guardians of drivers or navigators under the age of 18 years of age are required to provide their details on the entry form. By permitting the young person to take part, those parents and guardians confirm that they have acquainted themselves with and agree to be bound by the Motorsport UK's General Regulations and Motorsport UK regulation D13.1.1(c). They also agree to accept the consequences and any associated penalties imposed for not adhering to General Regulations. A Parental Consent Authorisation form is available to download from the MSA website, <https://www.motorsportuk.org/resource-centre/> Any questions or concerns can be directed to the event's Safeguarding Officer or Motorsport UK.

Article 12 - Officials:

Secretary of the Meeting Safeguarding Officer Press Contact	Daniel Harper 07943 828 463 danharp@hotmail.co.uk
Clerk of the Course	Alun Probert 01591 610 625 coppins@outlook.com
Assistant Clerk of the Course	Brian Jones – 07974 948 193 John Morgan – 07888 837 553
Motorsport UK Steward	Bryan Hull
Club Stewards	Simon Gronow & Gareth Thomas
Entry Secretary	Sophie Harper 07780 358538 Mewlaentries@hotmail.com
Chief Marshal	Emma Lewis 07939226442
Competitor Liaison Officer	Eifion Jones – 07809 615 049
Event Safety Officer	Ceri Davies 07531 633495
Service Area Manager	Paul ‘Nobby’ Jenkins
Motorsport UK Safety Delegate	Kevin Dawson
Radio Controller	Alan Stoneman
Chief Scrutineer	Rob John
Environmental Scrutineer	Alan Hinton
Motorsport UK Timekeeper	Mike Griffiths
Chief Medical Officer	Dave Cooper
Results	Hawktech
Driving Standards Observer	West Midlands Police Marshal Team
Social Media Officer	Natalie Plant
Equipment Manager	Ryan Davies & Sam Davies
Treasurer	Alun Probert
Officials Catering	Lynne Jones

PLEASE DO NOT PHONE OFFICIALS AFTER 21:00.

Article 13 – Results:

- 13.1. Provisional results will be published as soon as possible after the event. Protests must be made in accordance with (C.5.1 to 5.3).
- 13.2. Event results link will be located in the finals.

Article 14 – Controls and Timing:

- 14.1. Timing on special stages will be to the second and controlled by the target timing regulations R.31, using digital clocks operated by officials under the instruction of a Motorsport UK Timekeeper.
- 14.2. All clocks will be set to British Summertime (BST) using BBC or Telecom time signals.
- 14.3. All controls will open 15 minutes before the due time of car 0 and close 15 minutes after the due time of the last competitor still running, having considered any delays R.30.1.
- 14.4. Lateness in excess of target time on road sections and special stages is cumulative. Once cumulative lateness calculated between two Main Time Controls exceeds the maximum of 15 minutes, a competitor will be deemed to have retired and will not appear on the results. (R.31.2.4 and R.31.2.5.)
- 14.5. To be classified as a finisher, a Competitor must report to all controls listed in the Road Book except as provided for in R32.2 (a) where two-thirds of the stages must have been completed and report to the final control within the maximum lateness specified, with the car in which they started
- 14.6. It is the competitor's responsibility to ensure that their times are correctly recorded. Should any recorded time not be legible or not appear authentic, the organisers may use any means at their disposal to calculate a time.
- 14.7. Control and stage signs and arrowing will be as R.29, except in the case of minor tracks, private road junctions, which will not (in most cases), be marked.
- 14.8. All special stages will have a bogey time set at 75 mph (R.28.2.1), the target time for all special stages will be set at approximately 30 mph (or less on short stages).
- 14.9. Competitors will receive penalties on special stages as follows:
 - a. Under bogey time - Bogey time
 - b. Over bogey under target - Actual time taken
 - c. Over target - Target time
- 14.10. Time in excess of Target time on a special stage will count towards the competitor's cumulative lateness.
- 14.11. Competitors must be ready to start a special stage when instructed to do so by a marshal. (R.25.8.2)
- 14.12. On sections of the rally which run at 30 second intervals, road timing will be to the previous whole minute.
- 14.13. Each road section will be allotted a target time based on approximately 28 mph average or less and a competitor can calculate his due time of arrival at any Time Control (TC) by adding his target time to his actual time of departure from the preceding TC. On road sections following a special stage, extra time may be included to account for any delays at the special stage finish.
- 14.14. At all TC's on road sections competitors who are early may wait for their due time outside the control (R.12.3, R.12.4, R.30.1.2 and R.30.2). The time recorded at these TC's shall be the time on the official clock when the crew submits the timecard to the official, provided that the car and both crew members are within the control area. Once a competitor's car enters the control area the crew must submit their timecard to the official within one minute: (i.e. a competitor's car may enter the control area up to 59 seconds before their due time, without incurring a penalty for early arrival.

14.15. Re-Groups will be a designated regroup control.

Article 15 – Penalties:

15.1. G.R. Modifications

15.2. Classification for the order of merit will be by reference to total penalties. The winner will be the competitor who has completed the greatest distance from the start with the least penalties.

15.3. Penalties will be applied as printed in the Motorsport UK General Regulations, R.Chart.13, except as modified below:

- a) Causing decibel meter reading greater than 100 dba will be deemed excessive noise. At the discretion of a Judge of Fact, or in other cases the Organisers, a car causing excessive noise may be refused permission to proceed at any time. In any case, the penalty for a second offence shall be disqualification.
- b) Not complying with a requirement of the Road Book or these ASR's for which no other penalty is specified 10 minutes
- c) Not arming compulsory fire extinguisher 1st offence verbal warning
- d) ASR 16.14 – 1st offence – 1 minute penalty
- e) ASR 16.9 to 16.10 – 1st offence – 1 minute penalty
- f) Chicanes and tightened junctions. Not performing a chicane or tightened junction correctly;
 - i. 1st offence – 1-minute penalty,
 - ii. 2nd and subsequent offences – Stage Maximum

15.4. The following offences carry a PENALTY OF DISQUALIFICATION:

- a) Not reporting at or providing proof of visiting a control or check (except under the 2/3rds rule).
- b) Servicing contrary to ASR 16 & 16.14 2nd offence
- c) Driving in reverse direction on a Special Stage or reversing to a 'STOP' line.
- d) Smoking on a Special Stage.
 - i. Smoking outside a Special Stage, but on MOD Land will carry a financial penalty.
- e) Failure to wear properly fastened seat belts, Frontal Head Restraints, protective clothing or crash helmets on a Special Stage.
- f) Excess speed on any 'Road Section'.
- g) Causing an obstruction on an access road to a Special Stage or on a Special Stage.
- h) Accumulated lateness (in excess of Target Time) between any two adjacent Main Controls in excess of the permitted lateness of 15 minutes.
- i) See ASR 18.
- j) ASR 16.2.
- k) Not arming compulsory fire extinguisher, second offence.
- l) Contravention of R.5.4, R.5.4.1, R.5.4.2.
- m) Contravention of D.35, and H.39 misuse of drugs and alcohol.
- n) Failure to notify damage to property or injury to persons or animals (ASR22)

15.5. To be classified as a finisher, a car with its crew must complete the course without incurring the penalty of disqualification.

Article 16 – Servicing:

- 16.1. Competitors may only receive mechanical assistance from registered service vehicle. One service vehicle will be permitted per competing car. One service plate is to be included in the entry fee.
- 16.2. Service vehicles are required to follow a prescribed route to the service area as prescribed in a designated area shown on an official map. All other areas will be out of bounds to service crews and vehicles.
- 16.3. Crews may work unassisted, using parts and tools carried in the competing car, on their own cars in “no service areas”. Must comply with R.38.2, R38.2.1
- 16.4. Service crews are subject to the same regulations as competitors regarding noise, bad driving manners etc. Officials and marshals have been instructed to report any infringements of these rules, the penalty will be up to and including disqualification.
- 16.5. All service work must be carried out over a suitable ground sheet/tarpaulin. All spillages and waste must be contained and removed from the Service Area.
- 16.6. Any vehicles observed running whilst raised off the ground without a suitable person at the controls of the vehicle will be deemed unsafe as such an offence for which the penalty of up to disqualification will apply.
- 16.7. Competitors are responsible for ensuring that their service crews work in a safe and suitable manner and understand and comply with these regulations and that their service vehicle bears official plates showing the competitors rally number. This plate must always be fixed to the front of the service vehicle (ASR 8.3) and be clearly visible.
- 16.8. Competitors and their servicing personal will be expected to comply with the service area risk management document (<https://www.motorsportuk.org/resource-centre/>) and any other instructions from officials. Should unsafe practice be observed it will be reported, and the appropriate action taking up to and including disqualification. It is the organiser’s opinion that the service area is a high-risk area and accidents are likely, as such unsafe working will not be tolerated.
- 16.9. RE-FUELLING
 - a. Re-fuelling is permitted in the Service Area, but this must be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when refuelling commences.
 - b. All sources of ignition must be removed from the area and an appropriate fire response should be prepared.
 - c. Re-fuelling should be undertaken using some form of pump, rather than pouring from handheld containers.
 - d. Fuel containers should comply with the relevant British Standard, should be marked “Petroleum Spirit-Highly Flammable” and be kept away any source of ignition.
 - e. All empty containers should be removed from the venue after the event.
 - f. Petrol is to be used as fuel only, not for any other purpose.
 - g. All vehicle re-fuelling is to take place in the open air. Smoking and any other sources of ignition, including live electrical items, must be prohibited and a safe area should be enforced with an operative on standby with a fire extinguisher.
 - h. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.
- 16.10. The whole service area is a designated No Smoking Area (from 2023 the MOD have deemed the entire range to be No Smoking, including vapes). There should be no unnecessary sources of heat. Should heat be necessary you should first talk to people around your area to ensure there is minimal risk of a fire or explosion.

- 16.11. Cars that are lifted from the ground are required to be secured by means other than the lifting equipment, unless designed for that purpose.
- 16.12. Vehicles not in direct contact with the ground must remain switched off in line with regulation K14.2
- 16.13. Any vehicles associated with a competitor are subject to being stopped by an official of the event.
- 16.14. All vehicles are subject to a 20mph speed limit in the service area, this applies to service crews and competition cars from Service In control to Service Out control

Article 17 – Subjective Route Notes:

17 Subjective route notes are allowed. However, local byelaws exclude private vehicles on military roads. Any competitor found making a reconnaissance of the Range will be disqualified and will also be reported to the Motorsport UK and WAMC.

17.1 Subjective route notes will be available from AC Maps

17.2 Competitors may use their own 'Pace Notes' but do so at their own risk.



*We are pleased to once provide safety route notes
for the Mewla Rally.*

Route Notes - £35

including free access to a Safety DVD.

Route notes are available in the following formats:

Degrees bend severity of **1 to 9** (1 a slight bend, 9 is 90 degrees)

Numbers bend severity of **1 to 6** (1 a slight bend, 6 is 90 degrees)

6 Fastest bend severity of **6 to 1** (6 a slight bend, 1 is a hairpin)

Descriptive bend severity represented by a **description**

Each system is available with the bend severity or direction first.

If you have any questions e-mail acmaps@outlook.com

OR *phone* Aled Davies or Alun Cook on **07802 400402**

Pay by PayPal go to PayPal website, select 'Send Money',
enter acmaps@outlook.com,
add payment amount, then in the 'Add a Note'
enter the note format your address.

Credit Card let us know your note needs by email and we'll send you an invoice
through paypal – don't worry you don't need an account to pay!.

* a courier fee will be payable on orders received *on / after* the Wednesday before the rally.

Article 18 – Out of Bounds:

18.1 Any competitor will be deemed out of bounds if more than 200 yards from the defined route of the event.

Article 19 – Final Instructions:

19.1 Final Instructions will be emailed at approximately 21:00 on the 18th August 2023. If you require finals to be posted, you must inform the Entries Secretary before 16th August 2023.

Article 20 – Insurance:

20.1 RallyGuard Insurance

The Organisers have applied to Marsh Sport 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.

All applicants wishing to use the scheme must be able to comply with all points of the Marsh Sport Motorsport Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 19 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than a maximum of 6 conviction points or a licence ban on my UK driving licence
- I have the appropriate competition/club membership licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- My vehicle is MOT'd, Taxed and Insured for the road
- I have no other material facts to disclose
- Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all points above, please simply return your completed Driver Declaration Form to the event secretary, accordingly. If you are unable to comply with any of the above points we will require your completed Driver Declaration Form, which should be returned to us by the event secretary, prior to the event, to allow sufficient time for a Letter of Acceptance to be issued.

Article 21 - Interpretation of Regulations:

21.1 It is not the duty of any official or marshal to interpret regulations or any other written instructions to a competitor, or to explain the meaning and/or effect thereof. It is the responsibility of the competitor to read and understand the regulations and other written instructions.

Article 22 - Damage Declaration:

- 22.1 Competitors will be required to complete and sign a report declaring that they have not been involved in any accident resulting in damage to private property or injury to persons or animal, or alternatively given details of such an incident where damage or injury has occurred. Any information given will not incur a penalty, but failure to complete/send a duly correctly completed form will be penalised by disqualification.
- 22.2 Due to the ever increasing cost of running events and our own commitments to keeping the entry fee down, competitors who cause damage, i.e. to property or livestock on stage, not covered by their own insurance, will be expected to pay for or put right any such damage up to a maximum of £200. It is a condition of signing the entry form and at the start that competitors accept this clause. Any competitor unwilling to contribute towards any such cost will be disqualified retrospectively and removed from the results, forfeit any award gained and will be reported to the WAMC and Motorsport UK. They will also be prevented from entering other Epynt Motor Club events in the future.
- 22.3 Competitors who do not report to the Finish are required to forward the Declaration to the Secretary within 72 hours of the event, unless they have been involved in any accident, in which case details must be given to the Organisers the same day. Competitors who fail to reply will be reported to the Motorsport UK. (R.40.1.3 and R.40.1.4)
- 22.4 Details on submitting the damage declaration will be contained in the final instructions.

Article 23 - Judges of Fact:

- 23.1 The organisers will appoint Driving Standards Observers (DSOs) (who will also be Judges of Fact). A check manned by a DSO will be identified by a control board with DSO displayed on it only. Failure to stop when requested by a DSO will incur the penalty of DISQUALIFICATION. A full list of DSOs and the facts to be judged will be displayed at the notice board.
- 23.2 Any competitor who, as a result of his or her driving on the event, is prosecuted by the Police, will be disqualified retrospectively and removed from the results and forfeit any award gained as per D25.1.15 and R8.4. Competitors are reminded that by law they should report any incidents to the Police.
- 23.3 Judges and/or DSOs will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as disqualification. [YearBook R.24.9.1]
- 23.4 The Official in charge of any control or check may mark a Competitor's Time Card if the vehicle concerned has suffered damage to its exhaust system. [Yearbook R.24.10.1]

Article 24 - Filming/Video Photography:

- 24.1 The event is run on Ministry of Defence property that have strict licensing rules on the use of filming/video footage for commercial purposes. It is therefore a condition of entry that all competitors are bound by the following conditions unless a filming license agreement is held.
- 24.2 It is a condition of entry on the event that the copyright of any film or other form of moving picture shall be the property of the promoters and shall not be used for any form of public advertisement or display or for any other purpose, except the private enjoyment of the person who has made the film, without written consent of the promoters. All infringements will be the subject of legal proceedings.

- 24.3 The Event assumes all competitors will use an in-car camera, as such these regulations give approval from the Clerk of the Course for their use subject to camera and mount being presented at scrutineering and approved.
- 24.5 Official media will be given a list of competitor email addresses so that they can contact competitors.
- 24.6 The use of drones on Military Land is prohibited.

Article 25 – Re-Joining the Rally:

- 25.1 Competitors who retire on Stages 1 – 8, may re-join the rally (R.40.1.6 – R.40.1.7) on Stages 3,5,7,9, however if you have retired due to an accident you will only be able to re-join with the approval of the Scrutineer
- 25.2 It is the competitors' responsibility to ask the Clerk of the Course for permission to re-join and obtain a re-start time via the re-join contact point at service out.
- 25.3 Those competitors who retire through an accident and wish to re-join the rally must present their car to the Chief Scrutineer for re-scrutineering, outside of Rally HQ.
- 25.3 Competitors who re-join the rally having missed a Special Stage will have the stage maximum plus 15 minutes per special stage missed added to their overall time.