

Richard Egger Insurance

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HISTORIC & ROAD RALLY CHAMPIONSHIPS

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Tour of Anglesey

Historic Road Rally

and

Palferman

Road Rally

13th / 14th February 2010

www.CAMCOnline.co.uk

www.welshmotorsport.org

FOREWORD

Welcome to the 2010 Tour of Anglesey, and Palferman Rallies.

The two separate rallies will start together at the Anglesey Showground on Saturday 13th February for some Special Tests, but then the two events separate. While the Historic crews get a full nights sleep, the Palferman modern road rally crews get a half-night 70-mile run around the Anglesey lanes in darkness. Everyone re-starts at the Anglesey Race Circuit on Sunday Morning, and while the Palferman crews will re-main at the Race Track all day doing Special Tests, the Historic crews will venture off on scenic Regularity Sections and Special Tests at various other venues on the island.

Everyone will meet up again at the finish on Holy Island, on the Shore of the Irish Sea at the Trearddur Bay Hotel for a hot meal, with the first car of each event arriving simultaneously at about 4pm.

Entries are limited to 60 in each event, but with Christmas only a few weeks away we have decided to offer a split entry fee, whereby a £19 non-refundable deposit is required now, along with a post-dated cheque for the remaining £80 banked two weeks before the rally. We hope this encourages early entries, as we anticipate a capacity field, particularly as both events feature in popular 2010 championships. The Historic event is the opening round of the acclaimed Richard Egger Insurance HRCR Clubmans Historic championship and the ANWCC Historic championship, while the Palferman is the second round of the very popular ANWCC Road Rally championship.

Both rallies are suitable for an absolute beginner, yet challenging enough for the most hardened and experienced expert crews.

An event of this scale requires many marshals, so if you are unable to compete we would welcome your assistance as a marshal. Please contact the Chief Marshal, Lee Matthews to book your spots. If you are really keen, it is possible for one person to do several different controls over the weekend.

Tour of Anglesey PAST WINNERS:

1995	(one day historic)	Russ Evans & Lee Vincent	1963 Austin Mini 1275cc
1996	(one day historic)	Dave Thomas & Neil Thomas	1964 Riley Elf 998cc
1997	(one day historic)	Michael Wildgoose & Michael Costigan	1965 Sunbeam Rapier V 1725cc
1999	(night historic)	Kath Rumney & Gary Matthews	1965 Hillman Imp 875cc
2003	(two-day historic)	Terry Pickering & Paul Robinson	1956 Triumph TR3 2138cc
	(modern)	Michael Pedley & David Pedley	1989 Ford Escort DB4 2100cc
2004	(two-day historic)	Noel Hughes & Gwawr Hughes	1974 SAAB 96 V4 1700cc
	(modern)	Merfyn Williams & Eilir Jones	1988 Vauxhall Astra GTE 2000cc
2005	(day/night historic)		
	(modern)	Mark Jones & Warren Cardwell	1990 Peugeot 205Gti 1905cc
	(endurance)	Mike Biss & Cath Woodman	1994 Holden 1400cc
2006	(day/night historic)	Michael Pedley & David Pedley	1966 Austin Mini Cooper S 1293cc
	(modern)	Tom Edwards & Lee Evans	1980 Escort Mk2 RS 2400cc
	(endurance)	Owen Turner & Graham Dance	1994 Rover Metro 1396cc

SUMMARY TIMETABLE OF EVENTS

All times below are approximate, and apply to the first competitor in each event.

Individual competitor times will be notified in Final Instructions.

Publication of these SRs		Entries open
1 st February 2010		Entries close (Note: Two weeks before event) – post-dated cheques banked.
7 th February		Final Instructions posted
Saturday 13 th February	15:00	scrutineering & Signing-on start
	15:00-18:45	Two Special tests for Historics at Showground.
	18:30	Palferman signing-on closes. Palferman briefing in main hall.
	19:00-21:30	Palferman starts day 1 with three Special tests at Showground
	21:30	Palferman 70-mile night rally starts
	22:30-23:30	The Special tests re-open for any late arrival Historic crews.
	23:30	Scrutineering/signing-on closes for Historics.
	00:00	1 st car of Palferman due at finish of day 1.

Sunday 14th February 09:30 Historic starts day 2 at Race Circuit.
 10:40 Palferman starts day 2 for Special tests all day at the Race Circuit
 16:00 End of Historic & Palferman at Trearddur Bay Hotel. Hot meals as you arrive.
 18:00 Awards presentation once results declared Final.

List of Officials

RLO	John Davies		
Club Stewards	Jim Jones, John Robinson & TBA		
Joint Clerk of the Course	Lee Matthews	01248 421681	07778 905571 Lee4eve@aol.com
Joint Clerk of the Course	Gruffydd Parry		07859 062144 gruffydd@hotmail.com
Secretary (inc entries)	Duncan Littler	01248 430015	07740 179619 postmaster@dtlittler.force9.co.uk
	2, Pen Dref, Dwyran, Anglesey, LL61 6YL		
Chief Marshal	Lee Matthews	01248 421681	07778 905571 Lee4eve@aol.com
Assistant Chief Marshal	Nigel Griffith		
Special Test commanders	Dylan Humphreys (Anglesey race Circuit)	01286 831104	07770 897228
	Tecwyn Jones (Showground & TBA), Aron Renshaw (TBA), Gareth Williams (TBA)		
Signing-on Officials	Dafydd Edwards, James Robertson		
Technical Scrutineer & Eligibility	Ronnie W Roberts		
Environmental Scrutineer (noise)	Ian Williams		
Chief Timekeeper	Paul Cross		
Results team	The Brotherhood		www.rallyroots.com
Photographer	Speedsports Photography		www.speedsportsphotography.com
Judges of Fact for Controls	Named officials and all marshals listed on the "officials signing-on" sheets		
Judges of Fact (H37)	Named officials and others TBA in Final Instructions		
Driving Standards Observers	Named officials and others TBA in Final Instructions		

1 ANNOUNCEMENT

Caernarvonshire & Anglesey Motor Club Limited will, on Saturday 13th and Sunday 14th February 2010 organise a National B Historic Road Rally with Special Tests, hereafter referred to as the "Historic"; and a National B Road Rally with Special Tests, hereafter referred to as the "Palferman"

2 JURISDICTION

The meeting will be governed by the general regulations of the Motor Sports Association 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.

3 AUTHORISATION

The MSA permits have been applied for and their numbers will be noted in the Final Instructions
 DOE authorisation has been applied for.
 Special Test authorisation has been applied for.

4 CHAMPIONSHIPS

The Historic is a round of the following 2010 championships:
 A/ Richard Egger Insurance HRCR Clubmans Rally Championship
 B/ ANWCC Historic Road Rally, and Historic Novice championships
 C/ ANWCC Ladies, Allrounders & Marshals Championships
 D/ Glynne Edwards Memorial Championship
 The Palferman is a round of C & D above and
 E/ ANWCC Road Rally, and Novice Road rally Championships

5 COMPETITORS ELIGIBILITY

The Historic and Palferman are open to:
 1/ Members of Caernarvonshire & Anglesey Motor Club Limited
 2/ Members of the Historic Rally Car Register (HRCR)
 3/ Members of ANWCC and WAMC affiliated clubs

6 DOCUMENTATION

All competitors must produce a valid 2010 MSA competition licence of minimum grade non-race National B. All competitors must produce club membership cards, and where applicable championship registration cards. Those without membership or competition licences may apply on the day at signing on provided the new applicant produces a passport style

photograph of themselves. Any Palferman competitor not signed on by 18:30 13/02/10, or Historic competitor by 23:30 13/02/10 may be classified as a non-starter and their place offered to a reserve entry. Any entry fees will be forfeit. The official notice board will initially be in the signing-on room at the start venue, and then at other locations which will be notified in Final Instructions.

7 ENTRIES

The entry list opens on publication of these S.R.'s, and closes finally on 1st February 2010 (2 weeks before the event).

The maximum number of entries permitted is 60 Historic and 60 Palferman entries. An additional number of Reserves may also be accepted and placed on a reserve list, and will be kept advised of any cancellations.

All entries will be acknowledged. Entries will be accepted at the organiser's discretion, taking into account order of receipt of entries, however a number of entries will be reserved for HRCR and ANWCC championship contenders until 15th January 2010.

Entries cancelled before the closing date will be refunded minus £19 to cover admin costs. Entries cancelled after the closing date may be refunded at the organiser's discretion. Reserves who sign-on, but do not get a run will be refunded in full. Ordinary Membership of Caernarvonshire & Anglesey Motor Club is £15.00 (valid until 31st October 2010) All entries must be made on the official entry form (or photocopy / print-off) and accompanied by the entry fee. The minimum number of total entries is 50. If the event has to be cancelled the organisers will refund entry fees in full.

The entry fee is £99 per crew. This can be paid for in full by cheque or cash at time of submitting the entry. Alternatively an entrant may send a non-refundable deposit cheque for £19 which will be banked upon receipt and a £80 2nd cheque, post dated to 1st February 2010.

The Entry fee includes a hot chicken / veg option dinner at the finish venue for both crew members

8 CLASSES:

Please read these classes carefully, and enter the correct one.

HISTORIC:

CATEGORY 1

1E Expert crew in a car registered before 1st January 1968

1N Semi-expert & Novice crews in cars registered before 1st January 1968

CATEGORY 2

2E Expert crew in a car registered 1st January 1968 – 31st December 1974

2N Semi-expert & Novice crews in a car registered 1st January 1968 – 31st December 1974

CATEGORY 3

3E Expert crew in a car registered 1st January 1975 – 31st December 1981

3N Semi-expert & Novice crews in a car registered 1st January 1975 – 31st December 1981

(Note: Category 3 entrants are only eligible for their own class awards, and are not eligible for over-all results.)

PALFERMAN:

EXPERT: Top 10 finish on any Restricted / National B historic or road rally; or top 5 finish on any closed to club / clubman historic or road rally which was open to experts.

SEMI-EXPERT: Not Expert, but having finished Top 3 Overall on a Novice road rally; or finished 1st, 2nd or 3rd in a class (except beginner class) on any historic or road rally.

NOVICE: No crew member having won a class or overall award on any historic or road rally.

The above definitions for crew eligibility for classes applies to either crew member in the role now entered (driver as driver / navigator as navigator) based on their previous performances (no matter how long ago).

SPECIAL NOTE: entrants may, if they wish disregard any "unusual result", such as events where there were less than 10 finishers / starters! The organisers may re-classify a crew at their discretion if they feel it fairer to do so.

All entries will be seeded at the organisers discretion based on previous performances.

All cars will be re-seeded for the Day 2 re-start at the Anglesey Race Circuit, based on the over-all position from Day 1, with 1st place going 1st etc. Individual re-start times will be available for inspection on the results website and also on the official

notice board from 9am Sunday 14th February located inside the bar-room (in the paddock area) at the Anglesey Race Circuit. Competition Numbers will remain unchanged.

All cars must comply with the Road Traffic Act and General Regulation Section C of the “Blue Book” and the relevant Technical Regulations for Road / Historic Road Rallies (H102-128). The following is a broad guideline of some of the regulations

All cars must have:

- Tax Disk, MOT certificate and Vehicle Registration document for the car
- Maximum of four forward facing beams (excluding side and indicator lights)
- Tyres road legal at all times
- Air filters fitted to comply with noise
- Insulated battery terminals, with negative coloured yellow.
- Warning Triangle

All Cars other than category 1 Historic cars must have:

- Maximum of 4 cylinders
- Maximum of two carburettor chokes (One twin or two separate)
- Maximum of one camshaft per bank of cylinders, unless standard injection.
- No external navigation lights
- One colour unless manufacturers original
- No spoilers or additional arches unless fitted standard
- Bumpers must be fitted
- All interior trim fitted (to include carpets, door panels, roof lining, seats, dash etc) Front seats may be changed.
- No Turbo's

Cars in Historic event (cat 1,2 & 3)

- Not use tyres with an aspect ratio of less than 70% (e.g. 187/70 X 13)
- Only period modifications permitted are those that were available before 1968(Cat 1), 1975(Cat 2), 1982(cat3)
- Wheels and tyres must not change from that originally fitted by more than 10% diameter, 1-inch width
- Maximum rim width is 6 inches (6J)

Cat 2 & 3 Cars (1968 – 1982) that do not comply with the regulations (4- cylinders, 8-valve, one carb) may compete subject to individual authorisation from the MSA through the organisers for a waiver for a specific car. That is, if you want to use a 1972 3-litre V6 Capri ensure you fill in the “Car Waiver” section for the car at time of submitting an entry. You should still be able to use it. State why your car does not comply with the MSA regulations at time of submitting your entry, so that the MSA can make a decision as whether to grant a waiver for the particular car on this particular event, or not.

All PALFERMAN cars must comply with H106 & 107.

C(b) Chart 24. All cars will be required to undergo a noise test both before and during the event and if over 98dBa is recorded at 2/3rds max rpm on the noise metre situated 0.5 metres from the rear of the exhaust the car will not be permitted to start or continue in the event. Any entry fee will be forfeit.

9 INSURANCE

Competitors will be aware that most policies no longer cover competitive events, therefore arrangements have been made by the club for a Blanket Cover Note to use the Lockton Motor Sports Club scheme. The current standard premium payable at signing-on is £TBA. The scheme will provide competitors with Third party cover that is necessary to meet Road Traffic Acts on the Road sections of the events.

New applicants to the scheme must be able to comply with all points of the Lockton Declaration:

- Over 21 and held a full RTA drivers licence for at least six months
- Not more than one fault accident in the last three years
- No more than a maximum of six speeding points on licence
- No physical or mental disabilities
- No other material facts to disclose

If you are able to comply with the above then simply sign on the insurance form at the start – no letter of acceptance will be required. If you are unable to comply with any of the above points, you must request a declaration form from the Secretary of the Meeting at least 14 days before the event. A letter of acceptance will be issued upon submission of this declaration form. The basic rate for the event before any loading per driver will be £TBA inclusive of Insurance Premium Tax.

Please note that under the event insurance there is an excess of £250 for any damage caused on private land used on the event. If you have any Questions on this please telephone the Secretary Mr Duncan Littler 01248 430015.

10 ROUTE

Total mileage on the public highway will be approximately 100miles (Palferman), and 120miles (Historic)

In addition there will be approx. 12 miles of Special Tests on Private property. Virtually all the route is on sealed roads/tracks/car parks. However, there is a small percentage of relatively smooth unsealed surfaces. As with all competitive motorsport events we recommend sump guards for the more competitive drivers. The whole route has been driven in a standard modern low-slung road car without a sump-guard with no difficulty.

Fuel will be available at various optional points notified in advance. Enough fuel should be carried at the start of each leg to cover 80 miles.

Cars will start at a minimum of 1-minute intervals.

Latest version of O/S 1:50,000 scale map number 114 ANGLESEY will be required. This can be ordered from the organisers for £8.00 each at time of applying for an entry, and will be sent with the acknowledgement letter.

The event will start from the Anglesey Showground, near Llangefni MR 114: 40 75 from 15:00 13/02/10 and finish at the Trearddur Bay Hotel, MR 114: 253 792 at approx. 16:00 14/02/10

Individual start and re-start times will be notified in Final Instructions and on the official notice boards.

The daytime Historic route may be defined by Map references, Herringbones, Tulip Diagrams, Spot heights, grid lines and other simple navigational techniques in a plot'n'bash format. The Palferman night sections will use "map references", in a pre-plot format. Examples of all will be given in Final Instructions. The location of all route card collection points will be notified at signing-on within the first route card.

11 TYPES OF SECTION:

The event will contain three types of section as follows:

1. NEUTRAL These are sections used to link up Special Tests and Regularity Sections, and should be treated as Quiet zones, driven with as little noise as possible, without the use of auxiliary lamps except in conditions of fog or falling snow. There are no lateness penalties at the end of these sections, except towards OTL.
2. REGULARITY These sections are used to test navigation and an ability to keep to an average speed. These sections are timed at various points, sometimes to the second, and the location of these Secret Intermediate Controls will not be given. The location of the Passage Controls and Route Checks (code boards) may also be withheld.
3. SPECIAL TESTS Authorisation for these competitive sections on private ground has been applied for from the MSA.
These are timed to the second tests over private property. Tests will be mainly forward direction, but minimal reversing may be required. A Bogey time will be set for all tests set at 30mph average speed. Any crew recording a time less than the bogey time (faster than 30mph) will receive the bogey time in place of their actual time. Crews may be expected to perform certain manoeuvres, such as stop-stride lines etc, for which a penalty will apply for any failures.

12 CONTROLS / TIMING

The event will use the schedule timing method, and marshals clocks will be set to BBC / Telecom Time. All crews are advised to carry an accurate digital watch with them.

All controls open 15 minutes before the due time of the first car and close 31 minutes after the due time of the last car (46 minutes at Main Controls)

A number of controls will be timed to an accuracy of less than 1 minute.

Main Control (MC) Located at the start, re-start, finish and rest halts. These form the Start / Finish of sections and their location is given. Competitors may reduce any lateness incurred between any “IN” and “OUT” Controls by adding their car number (or re-start number for day 2) to the scheduled “OUT” time of car 0. The marshal will enter the time showing on the clock when the competitors timecard is presented, in hours and minutes. In Addition, the marshal will enter his/her name and direction of approach.

Regularity Start Control (RS) These timed controls are located at the start of a Regularity section and their location is given in advance. The marshal will enter the time showing on the clock when the competitors timecard is presented, in hours and minutes. In Addition, the marshal will enter his/her name and direction of approach.

Regularity Intermediate Control (RI) These timed controls are located within a regularity section, and their location is not given. For timing purposes the clock will stop the moment the competitor passes the “Clock” Board, Some will be timed to the second and others to the previous whole minute. Competitors will be required to stop and present their Time Card to the marshal. A penalty will apply for waiting outside the control area but within sight of the marshal.

Regularity Finish Control (RF) These timed controls will be located at the end of a Regularity Section, and their location is given. Timing will be the same as for Regularity Intermediate Control.

Passage Control (PC). These are un-timed manned controls to proved adherence to correct route. The competitor must stop and present the Time Card for the marshal to enter his name/signature and direction of approach.

Route Check (RC). Code Board placed to proved adherence to correct route. The competitor must enter the “CODE” from the board onto their Time Card and get the marshal at the next manned control to countersign the entry.

Special-Test Start Control (ST-S) Located at the start of a timed Special Test. A competitor may enter the control the minute prior, so that the marshal can enter the required “Start Time”. The marshal will then “Count Down” from 5 seconds to the time entered.

Special-Test Finish Control (ST-F) At the end of a timed Special Test a competitor must STOP astride the Finish Line (front wheels over line only, not rears). Timing stops the moment the car does. The competitor than moves forward to the Timekeeper who is a few metres further on, where the “Finish Time” can be entered onto the competitors Time Card in safety, having cleared the “Finish Line” for any following cars. This control will be timed to the previous whole second. Failing to “Stop” on the Finish line will incur a Line penalty.

Secret Checks. Secret Checks will be established without prior notice throughout the event to ensure compliance with the route and/or Regulations, in particular the following:

A/ Stop Give Ways. (SGW) Competitors will be required to stop at all junctions between 22:00 and 07:00 (night section) specified as “Stop Give Way” junctions on the route cards. At these junctions all four wheels must be seen to stop and all forward motion must cease. On the Sunday daytime sections junctions marked as Give Way (GW) crews need not “Stop”, but must comply with every-day Road Traffic Act rules.

B/ Only the driver nominated on the entry form may drive during the event.

C/ Pace Notes / Map Markings: The use of Pace Notes is not permitted. The only markings permitted on the map will be information issued by the organisers and the highlighting of information already on the map, such as grid line numbers.

D/ Radio transmitting devices must not be carried in the car. Exceptionally, mobile phones may be carried but must be switched off and only used in the event of an emergency. All equipment prohibited under S.R. regulation 15.

E/ Servicing is only permitted by the crew using tools and spares carried in the car at the start, or from local garages on route for refuelling etc.

F/ Driving Standards Observers (DSO) will be appointed to adjudicate on

- a. Excessive Noise
- b. Excessive speed
- c. Driving in a manner likely to bring motorsport into disrepute
- d. Compliance with special restrictions such as Quiet Zones, Blackspots and Give Ways.
- e. Compliance with the route card.

Triangle Controls These controls are located at Not-As-the-Map (NAM) junctions, such as grass triangles and lay-by's. A Diagram sheet will be issued at the start to show which is the correct way around these junctions. Crews approaching or departing the marshal from an incorrect direction will be penalised accordingly. The area of the control will be reduced to a 5-metre radius of the marshal.

With the exception of a Triangle Passage Control, the position of each Control Board (C) will determine the start of the control area and will be placed up to 100 metres in advance on each control. The Control area will end 5 metres after the marshal. Route Checks will be preceded by a “CB” Board instead of a “Control” Board. Examples of each type of board to be used will be on display in the signing-on room at the start. Controls must be visited in the order on the Time Card.

Competitors will be required to make up any lateness at Time Recovery / Rest Halts.

In the event a time control is unmanned a Code Board will be placed at its location and will be reclassified as a Route Check. Should an entry on a Time Card not be legible, or appear to be authentic it may be considered not to have been made.

Organisers may refer to Marshals Check-sheets in case of doubt. Any alterations or amendments to TimeCards will only be accepted if countersigned by the same marshal at time of amendment. It is the competitors responsibility to ensure that his/her time card is correctly marked. It is not the duty of the marshal to interpret these Regulations, MSA regulations, or any

other written instruction given to the competitors, nor explain the meaning thereof. It is the responsibility of the competitor to read and understand any regulation and written instruction.

13 PENALTIES (H90 inc Chart 84 modified as follows)

ROAD SECTIONS

A	Not reporting or reporting OTL at a Main Control (MC)	Retired
B	Not reporting, reporting OTL or reporting more than once at a Time Control	30 minutes
C	Approaching or Departing a Time Control from the wrong direction	30 minutes
D	Time Controls visited in an incorrect order per offence	30 minutes
E	Not reporting, reporting OTL or reporting more than once at a Passage Control	5 minutes
F	Approaching or departing a passage control from the wrong direction	5 minutes
G	Passage Controls visited in an incorrect order per offence	5 minutes
H	Early or late arrival at a Regularity Intermediate or Finish Control timed to the minute	1 minute per minute
I	Early or late arrival at a Regularity Intermediate or Finish Control timed to the second	1 second per second
J	Early arrival at the end of a Neutral section	30 minutes
K	Breach of any statutory requirement concerning the use of a motor vehicle	Exclusion
L	Excessive sound (eg ineffective exhaust)	Exclusion
M	Excessive speed or driving likely to bring motorsport into disrepute	Exclusion
N	Receiving Assistance contrary to H36(b).	Exclusion
O	Breach of H36(a), H116 (Intercoms, transmitting devices & GSP)	Exclusion
P	Breach of H21, H22 (crew), H87, H89 and No.19 of these SR's (damage), H44 (give ways) or H45 (map markings)	Exclusion
Q	Failure to comply with a reasonable instruction by an official provided warning is given that a penalty will be applied	1 st Offence...30 minutes 2 nd offence Exclusion
R	Abusive language or behaviour likely to bring motorsport into disrepute	Exclusion
S	Waiting outside the control area of a Time Control but within sight of the marshal within a Regularity section per offence	5 minutes
T	Failure to record the code from a Route Check, or get it countersigned	5 minutes
U	Failing a Damage Check as per S.R. Reg 19.	Exclusion

SPECIAL-TESTS

A1	Not attempting a Special-test	5 minutes
A2	Attempting a Special-Test whilst OTL	5 minutes
A3	Special-Tests visited in an incorrect order per offence	5 minutes
A4	Incorrect test or failing to make a reasonable attempt to stop in a Stop/Go box/line	5 minutes
A5	False start	5 minutes
A6	Striking a penalty cone, pylon, marker or physical structure per offence	10 seconds
A7	Failing to cross or stop at a penalty line as indicated, including the finish line per offence	10 seconds
A8	Every second taken over Bogey	1 second
A9	Time taken under Bogey time	Bogey Time

Note: The maximum penalty for any Special-Test shall not exceed 5 minutes

14 IDENTIFICATION

Historic and Palferman cars will be identified by two rally plates, which should be fitted to the nearside rear and off-side rear windows or quarter panels of the car in a clear manner. These will be supplied by the organisers, and must be removed at the finish or point of retirement/exclusion.

15 PROHIBITED EQUIPMENT

The use of a mechanical trip meter (Halda, Aifab etc), a Halda Speedpilot or a Retrotrip is permitted. It is permissible to use an electronic trip meter on the proviso that the equipment only measures distance.

The use of digital stopwatches and mechanical calculators is permitted.

Mobile phones can be carried for use in emergencies only.

Electronic trip meters such as certain Brantz or Terratrip models that can display speed or average speed are not permitted.

Use of any of the following electronic devices is NOT permitted : Digital Speedometer, Cycle Speed Computer, Electronic Speed Table, Satellite Navigation Receiver, Hand-held Palm or Laptop Computer of any type, Programmable Calculator. Any competitor found using one of these prohibited devices will be excluded. Two way radios, containers for carrying fuel (full or empty) other than the cars own fuel tank are also prohibited. In-car video cameras may not be used on any section of route on the public highway.

16 QUIET ZONES

Along the route the organisers may establish Quiet Zones by notification in the route cards. Additionally, the use of Quiet Boards followed by OK boards may be placed to aid crews. In these areas competitors should proceed quietly in the highest gear possible. All Neutral sections will be classified as Quiet Zones.

17 BLACK SPOTS

Certain areas may be classified as Black-spots. Competitors must not enter these areas under pain of exclusion.

18 MISCELLANEOUS

Any notice or amendment displayed at the start or en-route bearing the signature of either Clerks of the Course, The Secretary or The Assistant Chief Marshal shall have the same authority as these S.R.'s. Likewise, Special Test Commanders will have the same authority to amend anything relating to the Special Test they govern.

The nearest major A&E hospital is Ysbyty Gwynedd 01248 384383 (999 in an emergency) MR 557 702

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 penalised up to the penalty of exclusion. The organisers reserve the right to cancel any section of the route from the results if they deem it fairer to do so force majeure notwithstanding. If however a competitor wilfully obstructs any section of route, he/she will be penalised up to the penalty of exclusion.

Any competitor found to be what could be deemed as practicing around the lanes of Anglesey between now and the start of the rally may be excluded from the event. Any competitor found on private property used as special tests on this event without permission may be excluded. It is difficult enough to get the use of such venues. Please don't spoil it.

19 DAMAGE CHECK

Damage checks to competing cars will be made at the start, during the event and at the end. At all such checks H89 will apply for damage sustained; however, to fully comply and pass the damage check the car must still be able to pass a scrutineering check. This means, while H89 means a small amount of damage to a bumper may still pass, the absence of a bumper will fail. A small crack to an indicator may pass, the absence of the lamp will fail. A crack to the screen may pass, its absence will fail. Other than at the initial scrutineering check at the start, once a car is presented to a subsequent damage control with damage, it may not thereafter be repaired and re-submitted. Once failed, its failed!

All competitors will be required to complete a damage declaration form that should be handed in at the finish or in case of retirement forwarded to the secretary within 72 hours. Failure to do so will result in a competitor being reported to the MSA and Club committee. Competitors are reminded that the 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. Any damage to third parties MUST be reported to the organisers immediately, so they may arrange prompt repairs.

20 RESULTS

Assessment of performances between crews will favour the crews with the least total time penalties, and so on, with the crew having the most time penalties finishing in last position. Ties will favour the crew who incurs the lesser penalty first, starting with the first control.

To be classified as a finisher a competitor must visit all Main Controls within OTL in the same car that they started, and avoid the penalty of exclusion. Provisional results will be published as soon as possible after the last car has finished at the finish venue. Protests must be made in accordance with MSA regulation O5. Results may be declared final 30 minutes after being declared provisional at the finish. In the event the results are not declared Final by 9pm 14-02-10 a set of written provisional results will be sent by post within 7 days.

21 AWARDS

Awards will be presented at the finish venue as follows:

1 st Over-all Historic	The Argriag Shield and awards to driver and navigator
1 st Over-all Driver Palferman	The Palferman Trophy Cup and an award
1 st Over-all Navigator Palferman	The TOA Modern Shield and an award

Concourse Winner (Historic)	Trophy to the driver awarded at the discretion of the organisers
Fastest time of the day on Special-tests	Award to driver and navigator in both Historic and Palferman
1 st in each class	Award to driver and navigator
2 nd in each class (subject to 5 class starters)	Award to driver and navigator
3 rd in each class (subject to 10 class starters)	Award to driver and navigator
1 st pre-1960 car	Award to driver and navigator

The named trophies and cups remain the property of Caernarvonshire & Anglesey Motor Club Limited and must be returned within one year or upon request, whichever is earlier.

22 Marshals

Due to the sheer number of volunteer marshals needed to run an event like this, we have had to adopt the “Each Palferman crew must bring a marshal” policy. Therefore, it is a condition of entry that each Palferman entrant nominate a marshal crew to man a control/s on their behalf during the event, on either or both days. This marshal crew must report to the marshal sign-on desk at the showground between 15:00 and 19:00 13/02/10, where they will be given details of their marshalling duties, instructions, locations and times. The allocated marshal crew must be present for the required period. Failure of an entrant (crew) to supply a “marshal crew” will invalidate the entry and the crew will be denied a start. Furthermore, if the nominated marshal crew act in a manner likely to bring motorsport into disrepute the relevant entrant may be penalised up to the penalty of exclusion. A marshal may be nominated by more than one crew, provided the marshal mans an equal number of controls as nominated associated crews.

Note: Officials listed within these regulations are not eligible as a competitor marshal.

The Historic Crews are not required to comply with this regulation, but we hope many will encourage friends to come along. Marshal crews wishing to volunteer for the Sunday daytime Leg may book in advance by contacting the Chief Marshal, and may be sent straight to a Special Test venue and sign-on direct with the Test Commander there. Tel 07778 905571 (Lee).

23 ACKNOWLEDGEMENTS

Motor Sports Association Ltd
 Mr John Davies (RLO)
 North Wales Police
 The National Farmers Union
 The Farmers Union of Wales
 Anglesey County Council
 Historic Rally Car Register
 Association of North Western Car Clubs
 All Venue owners & Rest Halts
 All residents on route
 Assisting Motor Clubs
 All Marshals, officials, and their families
 Speedsports Photography
 Anyone else we forgot to mention

24 ACCOMMODATION

Venue	Map ref	Details	Travel time to start venue	Tel No.
Start Venue (Showground)	40 75			
Re-start Sunday (Race circuit)	33 69			
Trearddur Bay Hotel (Finish)	253 792	Discounted rates for competitors. Good parking.	15 min	01407 860301
Tafarn Y Rhos Inn, Rhostrehwfa	437 745	Popular motorsport accommodation	3 min	01248 724404
The Bull Hotel, Llangefni	560 757	Security barrier to car park – town centre	6 min	01248 722119
Tre Gof Touring Caravan Site	413 743	Doubles up as trailer park for event (John)	2 min	01407 720418
Maelog Lake Hotel, Rhosneigr	325 725	Good parking. Handy for Race Circuit restart	10 min	01407 810204
Tre Ysgawen Hall Hotel	450811	Upmarket Hotel in the countryside	10 min	01248 750750
Holland Arms Hotel	472 724	Village Pub with good parking	6 min	01248 421651
Wern Farmhouse B&B	548 747	Farmhouse style upmarket accommodation	12 min	01248 716948
Anglesey Arms Hotel	555 717	Former finish venue for TOA. Good views.	12 min	01248 712305
Premier Inn, Menai LL57	546 697	Closest Premier Inn on A55. Good parking	12 min	08701 977023
Travelodge A55 / A5 Jnct Services	594 693	Handy location, Good parking. Little Chef	15 min	08719 848484
Valley Hotel	294 793	Hotel on X-roads. Parking OK.	10 min	01407 740203
Anchorage Hotel	276 781	Parking OK. Quiet area.	15 min	01407 740168

At all locations, cars and property are left at owners risk.

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Cover for:-

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