

NHMC Warcop Stages Rally

Sunday 28th May 2017



ANWCC Stage Rally Championship



2017 Chonka MOT ANCC Stage Rally
Championship & Legend Fires Ladies
Cup



FINAL INSTRUCTIONS



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MOTOSCOPE

NORTHERN HISTORIC
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NHMC WARCOP STAGES RALLY – 28 May 2017

FINAL INSTRUCTIONS – COMPETITORS' BULLETIN 1

Issued Tuesday 23rd May 2017. This is an Official Instruction.
This Bulletin consists of 4 numbered pages.

Thank you for your entry, your start number is shown on the on-line entries system – see the event web-site at <http://www.nhmcwarcopstages.org.uk/>. Please check your details and if anything is wrong please inform the Entries Secretary, Iszie Smith (01947 820682 or 07779 631106, email: entries@NHMCWarcopStages.org.uk) as soon as possible.

Rally HQ telephone number on Saturday and Sunday only is 07946 583572.

Please take great care when joining or leaving the A66. The Police advise that because of a large number of activities associated with the Appleby Fair there may be more traffic than usual on the A66.

Competitor Safety – First on the scene

Before coming to the event, please view the two competitor safety videos on the “Competitors” page of the event’s web-site at <http://www.nhmcwarcopstages.org.uk/competitors.shtml>.

Contacting the Organisers

We will be setting up the venue from Saturday morning onwards, if you need to speak to us for any reason ring the Secretary of the Meeting (Gavin Heseltine) on 07561 523404 or the Rally HQ number given above.

Licences

Please ensure you have the correct competition licences (see Chart 26 on page 142 of the 2017 Blue Book). Drivers require a Stage Rally Licence (a non-race licence has **not** been acceptable since 2001). Stage Rally Licences **cannot** be applied for at the event. Co-drivers require any National B licence or a Rally National A Navigator Licence. If necessary, co-drivers may apply for a Non-Race National B Licence at the event (H 26.4.1). If you are in any doubt about whether you have a valid licence, please check with the MSA’s licensing department before the event.

Camping, Caravans & Motor Homes

Caravanning and camping is not permitted anywhere inside the road barriers on the Ranges overnight.

Noise Test

The pre-event noise test will be in accordance with J 5.1.8 and R 4.1 (100 dB(A) at 0.5 m). Further noise tests may be carried out during the event.

Scrutineering

Scrutineering and documentation on Saturday is at Grand Prix Services, Brough (91/NY759142, CA17 4AY) between 14:00 and 18:00 and for those who have specifically requested it at the Range Stores (91/NY759155) on Sunday morning between 07:00 and 07:30.

The attached *Scrutineering Information* pages from the Chief Scrutineer are intended to help you present the car for scrutineering and to inform you of some of the principal reasons for failing scrutineering at the first attempt.

Saturday Scrutineering

On arriving at Grand Prix Services:

1. Park as directed and unload car from trailer,
2. Ensure you have the required vehicle paperwork, helmets, FHRs, and overalls. If using an in-car camera, it must be fitted so that the scrutineers can inspect the mounting,
3. Drive to the Noise Test area. You will be issued with a process card. If you do not have side numbers they will be available for sale from C J Rallying. The numbers should be fixed to the front doors of the car on a white background (Regulation J.4.1),

4. When signalled to do so, drive the car into the scrutineering bay and follow the instructions on the Chief Scrutineer's *Scrutineering Information*.
5. Once you have passed scrutineering, drive your car out of the scrutineering bay and park, then return on foot with your personal paperwork (licences and club cards) and the process card to documentation in the scrutineering bay.
6. The documentation team will check your paperwork. You will need to sign the REIS insurance scheme declaration (and pay the appropriate insurance fee if you have not already paid it). At the end of documentation, a competitors' briefing will be given, and once you have received the competitors' briefing you will be issued with your pack including Time Cards.
7. Leave Grand Prix Services and drive to your service area or wherever. Entrance to all service areas is by turning off the A66 on to the Hilton Road at 91/NY744166 – please take care at this junction. The Ranges have 24 hour CCTV and security in place, but we cannot guarantee the security of any vehicle left on site overnight.

Sunday Scrutineering

1. Drive to the trailer park and unload the car from the trailer. Park the trailer in the trailer park and the service vehicle in the service area. Do not bring service vehicles or trailers to scrutineering. **Do not try to unload on the A66.**
2. Ensure you have the required vehicle paperwork, helmets, FHRs, and overalls. If using an in-car camera, it must be fitted so that the scrutineers can inspect the mounting,
3. Drive to the Noise Test (which closes at 07:30) at the Range Stores. You will be issued with a process card. If you do not have side numbers they will be available for sale from documentation. The numbers should be fixed to the front doors of the car on a white background (Regulation J.4.1),
4. When signalled to do so, drive the car to the scrutineering area at the rear of the office buildings and follow the instructions on the Chief Scrutineer's *Scrutineering Information*.
5. Once you have passed scrutineering, drive your car out of the scrutineering area and park, then return on foot with your personal paperwork (licences and club cards) and the process card to documentation adjacent to the scrutineering area.
6. The documentation team will check your paperwork. You will need to sign the REIS insurance scheme declaration (and pay the appropriate insurance fee if you have not already paid it). At the end of documentation, a competitors' briefing will be given, and once you have received the competitors' briefing you will be issued with your pack including Time Cards.
7. If you are running very late and are still in the documentation area less than 20 minutes before your due start time go straight to the queue for stage 1 and join in the appropriate place. Otherwise drive back to the service area and park.

PR Issues and Driving Standards

There is a PR issue at the western end of the Ranges. Regulars on the Pendragon Stages will see that the Western end of our stages is further into the stage than normal. The route from MTC0 to TC1, from TC1A to TC2, and from the finishes of stages 3, 4, 5, 6, 7, and 8 to the barrier at the exit from the Military Ranges must be travelled slowly and quietly. Please do not tyre-warm or do anything else that will cause excessive noise on this piece of road all day. Driving Standards Observers/Judges of Fact will be appointed to observe driving standards on the road sections of the event.

The MSA Competition Authorisation Office require us to remind competitors of section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code (this is the requirement to stop and give details if you are involved in a collision which causes damage or injury to any other person, vehicle, animal or property). Any injury incidents must be reported to the Police and also to the event organisers.

Door Numbers, etc.

On Saturday, numbers and other such items can be purchased from CJ Rallying.

Toilet Facilities

Toilets will be available in the 4 service areas (A, B, C, and D) throughout the event.

The Official Notice Board

This will be located in at Grand Prix Services until documentation closes on Saturday and at the Range Stores on Sunday.

Amendments / Additions to the SRs

Page 2, List of Officials

MSA Safety Delegate: Andrew Kellitt

MSA Steward: Rod Parkin

Club Stewards: delete Rod Parkin, add John Williams

Assistant Clerks of the Course: Rob Brook, John Dixon, Steve Varey, Neil Fewlass

Chief Medical Officer: Dr John Davies

Public Relations Officers: Ian Sadofsky and Gavin Heseltine

SR 1: This is a Single Venue Permit and the event uses the Public Highway.

SR 3: Permit number 101670

SR7: First car will start from MTC0 on the ranges at 8:07 a.m. and will finish at MTC8A on the ranges at approximately 4:30 p.m.

SR 5: HRCR Motoscope Northern Historic Asphalt Championship registration number 91/2017

SR 22: The MSA have issued a waiver of R.25.9.1 to allow the use of subjective route notes.

Time Cards

You will be issued with **all Time Cards** when you have received the drivers' briefing. The Start List will have been posted on the Official Notice Board and your due time at MTC0 will have been entered on Time Card 1 by the organisers. The first car will start from MTC0 at 08:07 (so that it will be due to start stage 1 at 08:15) with cars following at 1 minute intervals as shown on the start list which will be posted on the Official Notice Board. On completion of stage 1, Time Card 1 will be collected at the passage control. Time Card 2 shows the target time for the road section to the next control (TC1A). Because of the PR issues at the Western end of the Ranges there is then a further 0.75 mile road section to the arrival control for stage 2 (TC2).

Stage 2 is a repeat of stage 1 – competitors attempting stage 2 will be interspersed with competitors attempting stage 1.

After stage 2 a nominated due time at the arrival control for stage 3 will be entered on to Time Card 3.

This process will then repeat for each pair of stages (except that there is no extra control like TC1A).

The Final Control will be MTC8A, a 0.75 mile (5 minute) road section from the finish of stage 8.

Please ensure that you have the relevant Time Cards with you – when starting stage 1 you need to have Time Cards 1, 2, and 3 with you – do not leave Time Cards you need in your service vehicle.

The stage start procedure.

The start will be signalled by automatic traffic lights. There will be NO verbal countdown. A comprehensive list of instructions for the stage start procedure can be found in your competitors pack and on the official notice board.

Awards

The Awards Presentations will take place outside the Range Stores as soon as possible after the last stage has been completed.

Food

There are no catering facilities at the service areas.

Servicing

Competitors are reminded to read the MSA document titled 'Service Area Risk Management' which is attached to these Final Instructions.

All cars **must** be serviced on an environmental ground sheet and a spill kit must be available. Not all servicing can take place on hard-standing; please ensure you have suitable supports available – see the MSA "Service Area Risk Management" document. Please take your litter, discarded bits and debris away with you.

Photography and Video

We have agreed to pay the MoD for a licence to take photographs or film on military land “*for club use only*”, but we have not paid for any “*commercial use*”. Therefore no unauthorised photos or videos may be taken on the Warcop Ranges for use in any public media, including web-sites such as Youtube, as these will be illegal and may result in prosecution. Competitors, marshals, and media personnel will be asked to sign a declaration to indemnify the organisers against any breach of this arrangement. Official photos and videos will be available to purchase from the event’s official photographer and official videographer.

Spectators

Spectators are **not** allowed access to the Ranges and this includes service crews, family, friends, and hangers-on. Remember that Warcop is a live firing range. Do not kick or handle any unknown objects (they may explode and kill you!) and do not wander around. This applies particularly if your car breaks down in stage.

Recoveries

We shall attempt to recover stranded repairable cars between pairs of stages, but the time to do this is limited. Please try to stay on the road. If you do stop, you should report your situation using your RalliTrak radio. Instructions on how to use the RalliTrak radio are in the front of the Road Book.

This rally is running under a Single Venue permit, so R 32.2 (a) applies - competitors who stop on a stage and wish to continue must report to the Range Stores to be re-scrutineered and given a new Time Card. A 30 minute penalty will be applied for each stage or Time Control missed. To be classified as a finisher you must complete two-thirds of the stages and report to the Final Control within maximum lateness in the car in which you started. For the purposes of calculating two-thirds of the stages, we shall round down, so you must complete 5 out of 8 stages.

Other information

RESULTS - The results service will be provided by North East Rally Services. Results will be posted at <http://results.djames.org.uk/results/?e=488> during the event, subject to there being a decent mobile phone signal at the Range Stores.

TYRES - Andrew Knott of Slicks Tyres (phone 0114 247 0485. Email sales@slickstyres.co.uk) will be attending the event. Please note that Andrew is not psychic and cannot guess which type or size of tyres you may require.

HEALTH AND SAFETY STATEMENT – Every person participating in this event, whether employed or voluntary shall take reasonable care for the health and safety of themselves and other persons who may be affected by their acts or omissions during the operation of the event.

REFUELLING – There is no specific area set aside for fuel. We strongly recommend that this is the last task to be carried out when the car is ready to leave service and before the crew are belted in. The person carrying out the refuelling should be wearing suitable protective clothing to fully cover their arms and legs. There must be no smoking around the car by anybody. Fuel must be stored in appropriately marked and approved containers.

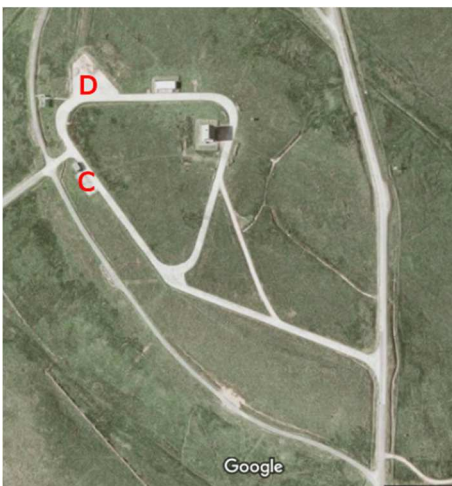
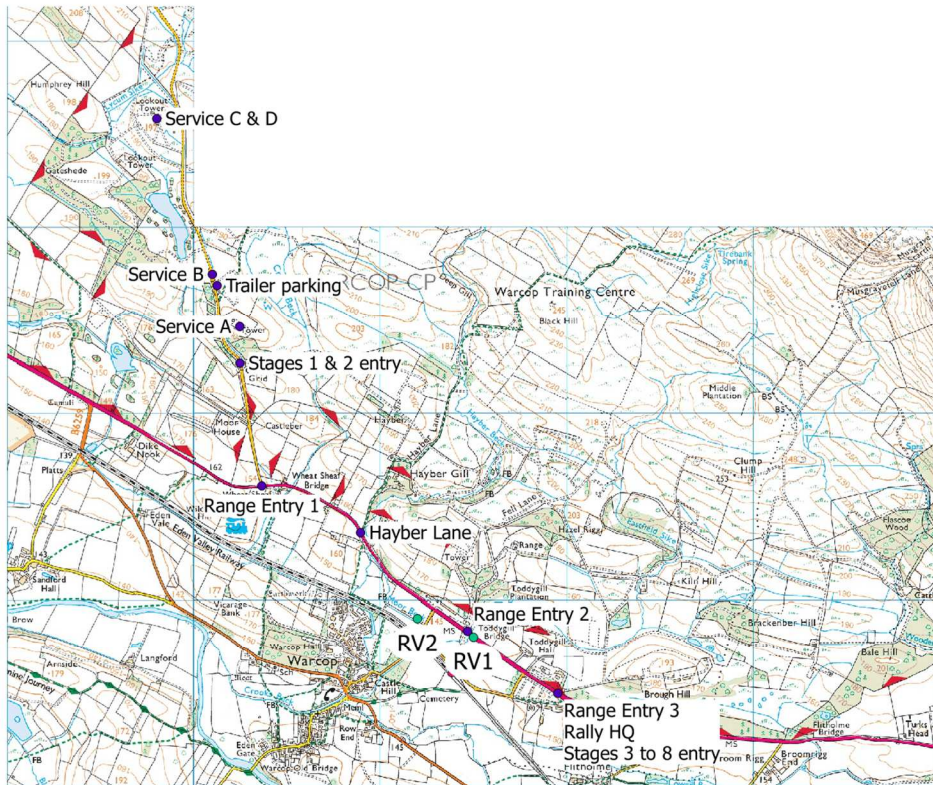
DRIVING STANDARDS – Please drive with care and consideration for other road users and the public in general and don’t give the public or Police any cause for complaint. There is no need to speed, particularly between services areas when you are on the public road! The Police are well equipped to observe you.

DRONES – the use of camera drones is prohibited anywhere over the Warcop Ranges even with a CAA licence.

Please be particularly cautious at the A66 junction with Hilton road at 91/NY743166 – it is an accident black spot! There will be no requirement for competitors or service vehicles to turn north on to the A66 at this junction.

Finally, have a safe and enjoyable event and the best of luck.

Overview map



Service Areas A, B, C, and D and Trailer Parking

SCRUTINEERING INFORMATION
NHMC WARCOP Stages Rally 28 May 2017
IMPORTANT PLEASE READ THIS NOTICE

Please have your Competition Numbers and FULL SIZE REGISTRATION PLATES fitted before entering scrutineering.

Before entering the scrutineering area please check that the following are **in the vehicle** and ready to be inspected (if requested) and not in the “service van, other car, co-drivers case” etc., etc., etc.

1. Stage rally log book (please take out of folder) or receipt.
2. Proof of current Road Fund Licence and Car registration document.
3. Current M.O.T. Certificate (if required due to vehicle’s age).
4. S.O.S. / O.K. card.
5. First aid kit and Warning triangle.
6. Spill Kit.
7. Seat belt cutter.
8. Two crash helmets to the current standard with current approval stickers.
9. Two Frontal Head Restraint units – see R25.3.3.
10. Two pairs of competitors overalls (to the current standard or better).
11. THE DOCUMENTATION CARD SIGNED BY THE NOISE OFFICIAL AND FULLY COMPLETED BY BOTH CREW MEMBERS.

When you enter scrutineering please:-

1. Open the bonnet and boot.
2. Place the helmets & FHR units on the roof (out of bags and boxes).
3. Place overalls on the roof (with the label visible).
4. Have all relevant paperwork in your hand.
5. Stay with the car. Don’t go walk about (to see mates, wife, service crew, etc.).
6. Stand back and let the scrutineers do their job if the scrutineer requires any information they will ask you – constantly advising the scrutineer of where things are, gives the impression that you are attempting to manipulate them away from another area of the car.

NOTE – ONLY TWO PERSONS TO BE WITH EACH CAR one of which must be the **DRIVER or **ENTRANT**, WHEN IN SCRUTINEERING, ALL OTHER PERSONS MUST REMAIN OUTSIDE THE SCRUTINEERING AREA.**

One of the persons, with the car, **MUST** be able to answer any questions about the vehicle or its specifications.

AFTER COMPLETING SCRUTINEERING ONE PERSON TO GO WITH THE SCRUTINEER, TO THE DOCUMENTATION TABLE, FOR YOUR CARD TO BE STAMPED OR SIGNED.

YOU WILL BE ISSUED WITH A PASSED SCRUTINEERING STICKER. THIS MUST BE AFFIXED TO THE CAR ON THE CO-DRIVERS SIDE AND MUST BE VISIBLE TO THE EVENT OFFICIALS AT ALL TIMES DURING THE EVENT.

THE OTHER PERSON CAN BE CLOSING THE BOOT, BONNET ETC. AND DRIVING THE CAR OUT.

We hope that if everyone follows these instructions it will speed up scrutineering and make it as painless as possible.

PLEASE NOTE

- TYRES USED ON ALL RALLIES MUST BE AS PER BLUE BOOK SECTION L 3.
- TURBOS MAY BE CHECKED FOR RESTRICTOR SIZES, DURING THE COURSE OF THE EVENT AND/OR AT SCRUTINEERING. THE MAXIMUM SIZES ARE as per R48.2.1a or R48.2.5 page 326 --- 33.0mm FOR GROUP ‘N’ VEHICLES - 34.0mm FOR GROUP ‘A’ AND NON HOMOLOGATED VEHICLES up to 2000cc - 32.0mm for NON HOMOLOGATED VEHICLES over 2000cc or as stated in the homologation papers for R1, R2, R3, R4 & R5 Turbo cars.

THE RESTRICTION TO BE LESS THAN 50.0mm FROM THE TURBINE BLADES - AND MORE THAN 3.00mm WIDE.

PLEASE HAVE THE REQUIRED TOOLS WITH YOU AT ALL TIMES TO ENABLE **YOU** TO REMOVE ANYTHING NECESSARY TO GAIN ACCESS TO THE RESTRICTOR.

Remember don’t panic, be cool, it’ll be all right on the day

P.T.O.

The following items are some of the principal reason for failing scrutineering at the first attempt. Please ensure that your vehicle conforms to the relevant regulations on these and all other items.

1. Each carburettor or spindle not having an external spring, acting directly and capable of closing the carburettor or spindle in the event of cable or linkage failure.
2. Roll cages not effectively padded, where any part of the crew's body could come into contact with it in the event of an accident.
3. Defective front bulkhead sealing.
4. Defective rear bulkhead sealing (around side and rear pillar areas).
5. Turbo chargers not sealed. Turbo chargers **including spares (if you intend to use them)** must be sealed. If yours are not sealed, or the original seal has been broken. Please ensure that the restrictor is locked into position with 2 bolts that have a 3mm hole in each of them and in the rear of the turbo, to enable sealing wire to be threaded through and a seal fitted, the size of restrictor will be checked. Please bring any tools required to remove the air intake pipe with you.

Each Turbo Seal fitted will cost you the competitor £3.00.

Please note existing F.I.A. or MSA seals that are unbroken may be accepted without any further checking.

6. Fuel or brake lines inside car not metal, metal covered or metal braided (the braiding may be internal or external).
7. Fire extinguisher gauges reading in the red, gauges not visible so that they have to be removed - to be weighed. Fire extinguisher operating system faulty (pull cables seized or batteries defective), locations not clearly marked.
8. Electrical cut off not working (pull cables seized) or locations not clearly marked.
9. Front and rear tow point not marked or available for inspection (if removable type).
10. Unused lamp brackets protruding beyond the confines of the bodywork.
11. Seats not secure or construction defective or not in date FIA Homologated.
12. Seat belts not FIA Homologated or not correctly fitted or defective i.e. webbing frayed or cut.
13. Safety film not fitted to side windows (if required by regulation).
14. Mudflaps not conforming to R48.1.12 due to being incorrect size or not fitted behind all 4 wheels or too far from ground.
15. If auxiliary lights are to be used on the event they **MUST** be fitted for Scrutineering.
16. ALL forward facing auxiliary lights must go out when the headlamps are dipped.
17. General lights not working.
18. Drivers &/or Co Drivers horn not working.
19. Statutory Rear view mirrors missing.
20. Number Plates not conforming to Road Vehicle (Registration & Licensing) Regulations 1971 as amended and / or not securely affixed to car.
21. Excessive noise levels at noise test or on the event – MAX 100db(A) @ 4500rpm see R4.1.2 and R4.1.6.
22. Belt Cutter(s) Missing or incorrectly located, R48.10.11.
23. Oil Catch tank (if required by regulation) Missing, incorrect size or fitting. R48. 2. 9.
24. Video Camera/s mounted using a non-mechanical mounting. Note suction mount of any type, duct tape, cable ties, etc. are not acceptable as the primary mounting method and are not permitted.
25. Video Camera (of any type) mounted on crash helmet unless conforming to K10. 3. 3(k).

Note Defective or non-complying items will be retained by the organisers for the duration of the event and returned at the finish or upon retirement.

Chief Scrutineer

SERVICE AREA RISK MANAGEMENT

MSA Rallies Committee

Entrants, competitors and service crew members should be aware of their own and other people's safety and well-being, when competing in motor sport.

1. All entrants should have an environmental ground-sheet in place before work commences on the vehicle.
2. All service vehicles should have an environmental spill-kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit.)
3. Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled.
4. Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jack. Engines should not be run when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.
5. If re-fuelling is permitted in the Service Area, this should 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 re-fuelling commences. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
6. Spillage of any liquid should be contained immediately by the crew concerned.

A) Storage & Use of Petroleum Spirit

1. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.
2. All empty containers should be removed from the venue after the event.
3. Petrol is to be used as fuel only, not for any other purpose.
4. All vehicle re-fuelling is to take place in the open air. A "No Smoking" area should be enforced and an operative should be on standby with a fire extinguisher.
5. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

B) Hazardous Substances

1. Some vehicle parts, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible. Where asbestos is used, every effort should be made to prevent dust being released.
2. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
3. Other substances may cause ill health. Suppliers will have information about the possible effects of their products, on request.

C) Electrical Safety

1. All electrical equipment should be maintained in a safe condition.
2. Extension leads & cables should be neoprene, oil resistant flexible cable.
3. All electrical equipment used externally should be weatherproof and tools should be "double" or "all insulated" against electric shock.
4. Electrical equipment and hand tools should not be used where flammable vapours are present.

D) Fire Precautions-

1. All competition and service vehicles should carry a suitable fire extinguisher.
2. Special consideration should be made before lighting any cooking appliance.
3. All sources of ignition should be kept away from any fuel store or re-fuelling area.
4. Fire extinguishers should not be moved from their known location, other than when in use.
5. In the event of any fire, a report should be made to the organisers of the event before leaving the venue.
6. All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.

E) Compressed Air Equipment

1. Air blasts from over inflated tyres can cause severe injury. Tyres should not be inflated above manufacturer's recommendation figures.
2. Always stand clear when inflating tyres.
3. Compressors & air lines should be inspected regularly.
4. Compressed air cylinders should be stored and used to supplier's recommendations.

F) General Working Practices

1. All working areas should be kept clean & tidy. All waste & spillage should be cleared up immediately, removed by the entrant at the end of the event and disposed of in a responsible manner.
2. Trailing cables & hoses should not be allowed to create a trip hazard and should not be run across access or roadways.
3. Whenever vehicle engines are being run, adequate ventilation must be in place.
4. All safety notices should be complied with.
5. Any personnel carrying out work should ensure that they adopt safe working practices at all times.
6. Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.
7. Children under 16 years of age are to be closely supervised and should not leave your designated area unaccompanied. They are children and as such are your responsibility!!

G) Noise

1. Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.
2. Where exposure to noise is unavoidable, ear defenders should be worn.

H) Manual Handling

1. Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques.

I) Waste

1. Entrants should remove all waste from the venue, including containers, packaging, tyres, oils etc. They must dispose of it in a responsible manner.

J) Vehicle Safety

1. A 10 mph speed limit should be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions.
3. The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
4. Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

K) First Aid

1. Any person sustaining injury or illness, should seek treatment from the event emergency services, by initially reporting to the Senior Official in charge of the Service Area, who will ensure the appropriate response.

L) Public Safety

1. Entrants and their associated personnel should act in a manner so as not to put either themselves or any other person at risk of injury.

M) Reporting of Accidents & Incidents

1. All accidents where any person sustains injury, or where damage to property occurs, should be reported immediately to the Senior Official in charge of the Service Area.

N) Further Regulations and Information

1. Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations.

The MSA Rallies Committee are indebted to the following for assistance in the compilation of this paper:-

- The Rallye Sunseeker & Southern Car Club.
- Neil Roden – Safety Officer of the Rallye Sunseeker.
- Peter Clingan – MSA Environmental Scrutineer of Dumfries.
- John Arnold – Hon. Secretary. Association of West Midlands Car Clubs.