



Broughton-Bretton Motor Club

Proudly Presents

Flintshire Auto Services

Rali Bryniau Clwyd

5/6th Feb 2022



FOREWORD

Broughton - Bretton Motor Club would like to welcome you to the Rali Bryniau Clwyd 2022. The team have been busy organising a route which will prove a challenging test for any competitor.

We would like to take this opportunity to welcome the enthusiastic support of Chris Rowlands and his team at Flintshire Auto services in Mold. Not only are they our sponsors they're also our scrutineering venue

Centred once again around the market town of Mold, the route will comprise approximately 120 miles all within a 35 mile radius of the town.

Scrutineering, Start, Trailer Park and halfway are all in the town and the start/finish are again at the Rugby club, we are committed to making the event as user friendly as possible.

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

We are monitoring the Covid situation closely and will detail in finals how controls will be handled etc. We would emphasise the event is a rally and cars need to be built as such.

We look forward to seeing you all on the night!

PREVIOUS WINNERS

2002 Jason Stone/ Paul Holmberg	2012 JP Williams/ Roger Evans
2003 Brynli Thomas/ Paul Holmberg	2013 No event
2004 Stuart Kelso/ Eilir Jones	2014 JP Williams/ Roger Evans
2005 Dave Jones / Baz Green	2015 Simon Harrison/ Paul Holmberg
2006 Steve Southall / Mike Hughes	2016 Guy Woodcock/ Steve Herbert
2007 Mark GT Roberts / Steve Price	2017 No event
2008 Neil Roberts/Dale Furness	2018 Dale Furniss / Nick Bloxham
2009 Steven J Williams/ Baz Green	2019 No Event
2010 No event	2020-21 Covid 19 Pandemic
2011 Kevyn Davies/ Dale Furniss	2022 It Could Be You!!!

ACKNOWLEDGEMENTS

North Wales Police , Ifor Davies RLO
MotorSport UK authorisation department
N.F.U. and F.U.W.
Flintshire, Wrexham and Denbighshire County Councils
Mold Ruby Club
Fuel Halts
Residents of Mold
Mr Chris Rowlands, Flintshire Auto Services
LHMotorsport.co.uk (Marshal pack sponsor)
All residents en-route



**ASSOCIATION OF
NORTH-WESTERN
CAR CLUBS**

**REGIONAL CHAMPIONSHIPS FOR
MOTOR CLUB COMPETITORS**
(open to members of all ANWCC member clubs)

**REGISTER ONLINE AT
www.anwcc.co.uk**

**RALLIES, AUTOTESTS, AUTOSOLOS, TRIALS, SPRINTS, HILLCLIMBS
and more**

SUPPLEMENTARY REGULATIONS

1) Announcement

Broughton - Bretton Motor Club will organise an Interclub permit road rally called Rali Bryniau Clwyd on the 5/6th Feb 2022.

2) Jurisdiction

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

3) Authorisation

MSUK permit number: TBA

MSUK Event Number: 28565FE5/6

DOE authorisation has been applied for.

Championship Permits:

18/2022 ANWCC Road & Navigation Rally Championship

19/2022 ANWCC North Wales Road Rally Challenge

WBCC TBA

4) Eligibility

The event is open to members of Broughton - Bretton Motor Club, and crews who belong to member clubs of the ANWCC & WAMC. All competitors must produce a valid championship (if registered) and club membership card at signing on, along with a valid Motor Sport UK competition licence.

5) Programme

The event will start at Mold Rugby Club, Mold, Flintshire. Scrutineering and noise will take place between 17.00 and 20.00. Competitors are reminded of technical regulations regarding cars competing on road rallies (R5.1). Any competitor not signed on by 20.30 may be excluded and their place offered to a reserve crew. The event uses maps 116, 117, 125 & 126 newest editions. The first car will start at approximately 22.00 hrs and finish at approximately 05.30 hrs at Mold Rugby Club

6) Format

The total mileage will be approximately 120 miles on metalled and unmetalled (10 miles of total are white roads); competitors will be required to carry enough fuel to cover approximately 70 miles & 50 miles respectively. Fuel will be available near the start and en route, details of nearest fuel stations to be included in finals. Super unleaded will be available during the night although one facility will be card payment only should you wish to use it.(There will be a choice of petrol stations at the fuel halts !!)

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

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

Cars will start at one minute intervals.

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

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

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

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

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

The route has been plotted using a basic roamer.

Maximum permitted lateness is 30 minutes and 59 seconds between MC1 & MC2 then MC3 & MC4. Competitors will be supplied with all route information at MC 0. These documents will provide all the route information necessary to enable competitors to comply with R9.1 inclusive. All give ways in the route information must be visited, route will be defined by **ALL** map references and instructions supplied by the organisers.

7) Identification

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

8) Classes

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

Class A – Expert

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

Class B – Semi Expert

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

Class C –Novice

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

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

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

9) Awards

Awards will be presented as follows

1st Overall Driver– John Morgan Memorial Shield & Replica

1st Overall Navigator- Elvet Pierce Memorial Shield & Replica

1st Expert Driver

1st Expert Navigator

1st Semi Expert Driver

1st Semi Expert Navigator

1st Novice Driver / Navigator – Dave Echlin Memorial Shield and Replica

2nd and 3rd in each class an award

1st Mixed Crew – Award to Driver and navigator

A crew may only win one award.

10) Results

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

Results will only be published on www.bbmc.org.uk following the event unless crews specifically request paper copies at time of entry.

11) Entries

Regulations for the event will be made available on 28th December 2021. **Entries for the event open at 20:00 on 29th December 2021** and closes on the 23rd January at 17.00 hrs. Exceptionally, if there is space still available after this date, then entries may be accepted at the organiser's discretion and can be accepted up until 18.00 hrs on the 30th January. The entry fee is £110.00, which includes two breakfasts.

The maximum entry for the event is 75 and the minimum is 55.

The first 60 entries will be on a first come first served basis, the final 15 will be at the organiser's discretion.

Should the minimum figure not be reached by 23rd January the organisers have the right to either cancel or postpone the meeting. **Entries must be paid in full within 7 days of placing an entry, failure to do so will result in your entry being cancelled.**

Entries will be confirmed by receipt and acknowledgement.

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

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

It is a condition of entry that all crews must supply a marshal team, no members of Broughton-Bretton motor club as at 1st June 2021 will be allowed to sign on for competing crews without express permission of Clerk/Chief Marshal or Chief Timekeeper/Entries Secretary of the meeting. Marshals must bring and wear a high visibility vest/jacket whilst at their control point.

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

Nia Jones, ENTRIES VIA THE ELECTRONIC SYSTEM

Cancelled Entries.

Entry fees will be refunded in full if cancelled in writing (e-mail accepted) before the closing date for entries. Entries cancelled after this date may be refunded at the organiser's discretion. Entries can be refused at the organiser's discretion and no discussion will be entered into.



Your local stockist for the wide range of Cooper 'E' Marked rally tyres, available in 13" & 15", we also provide a full fitting facility from the Scrutineering venue in Mold, get in touch today to ensure you're ready and legal for Bryniau 2021. Tel: 07952 592445 or bryn@lightninghouse.co.uk



Cooper M+S Gravel Rally Tyre

£110.00 – £149.00 + VAT

The Cooper M+S is a high performance Gravel Rally tyre designed to work on all unsealed surfaces.

The Unidirectional tread pattern allows for tyre rotation and extended tyre life, while a reinforced sidewall offers resistance against punctures.

Tyre is E-Marked Manufactured in the UK

12) Officials

Clerk of the Course:
Brynmor Pierce 07952 592445

Asst. Clerk of the Course/Competitor liaison:
Michael Hughes

Secretary of the Meeting:
Brynmor Pierce 07952 592445

Entries Secretary:
Nia Jones 07777659186

Chief Marshals:
Simon Rogers 07762 748236 / b-bmc@hotmail.com

Chief Timekeeper/ PR Liaison:
Simon Rogers

Scrutineer :
Ronnie Roberts

Environmental Scrutineer:
TBA

Stewards:
TBA

Driving Standards Observer:
Chris Rowlands, TBA and all named officials, plus WAMC Northern Centre nominated DSO

Route liaison Officer:
Ifor Davies

Results:
TBA

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

13) Map Marking / Pace Notes

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

14) Penalties

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

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

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

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

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

15) General Regulations

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

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

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

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

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

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

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

All main controls

All noise checks

Damage control

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

16) Timing

The event will use the scheduled timing method. Timing will be by digital clocks, using BBC / Telecom time.

Competitors are advised to set their watches at the start of the event.

17) Controls

There will be 7 types of controls:

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

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

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

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

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

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

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

Procedure at controls

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

At a passage control / via/ route check/rct there will either be a board to record or the marshal will enter their name on the time card as proof of correct approach. In instances of no marshal being present (IE code board

is present) All information recorded must be countersigned by the marshal at the next manned control as per route card.

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

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

Controls will open 30 minutes before due time of car 0 and close 30 minutes 59 seconds after the due time of the last car.

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

18) Damage

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

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

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

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

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

19) Driving Standards Observer

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

DSO's will be appointed to adjudicate on:

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

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

Please dip your lights when entering any control area.

20) Scrutineering

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

21) Service

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

22) Photographs

There will be a number of photographers, details of whom will be advised in finals

23) Insurance

The Organisers have applied to Bluefin 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. The cost of which per car is £25 before any loadings.

All applicants wishing to use the scheme must be able to comply with all points of the Bluefin Sport 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 no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Bluefin Sport) which should be forwarded either to the organisers or direct to Bluefin Sport prior to the event to allow sufficient time for a letter of acceptance to be issued.

Marsh Limited

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Tel + 44 (0) 1482 388 637

24) Final Instructions

Final Instructions / entry list will be posted on our website in the week starting 31st January exceptionally they will be sent first class to the driver/navigator if requested at time of entry.