

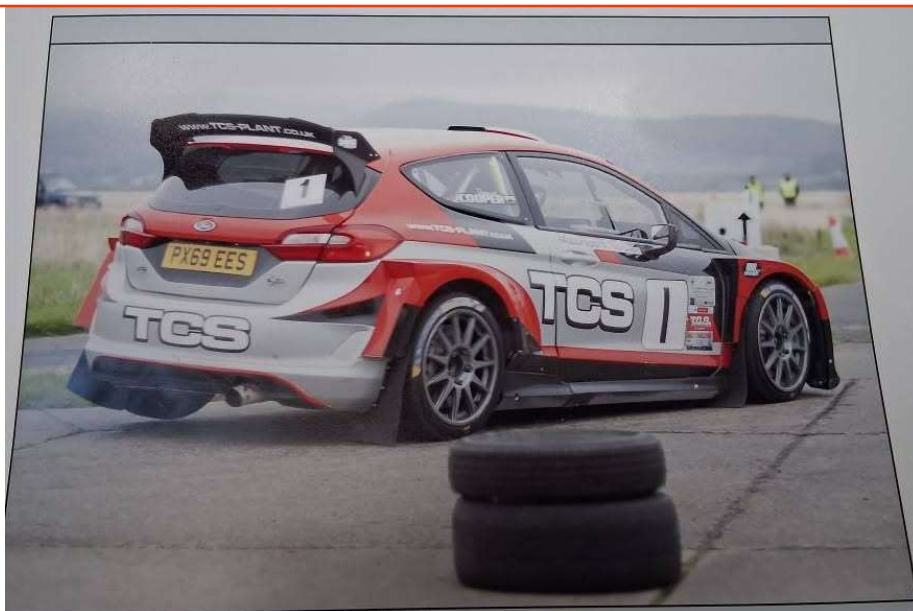


Sunday October 11th 2026 Regulations



Kevin Ephraim Memorial **TOYOTA Harlech Stages**

Llanbedr Airfield Gwynedd



2025 Winners: Thomas Cooper / Sarah Edwards (Ford Fiesta R5)
Photograph: Jeff & Dave Guile

Qualifying round of the following championships:

JD Tyres Welsh National Tarmacadam WAMC, ANWCC Stage Rally Championship, North Wales Stage Rally Challenge, ANWCC Ladies Rally Championship, ANWCC All-Rounder Championship, Heart of England Rally Championship & Formula 1000 & Formula 1000 Junior Rally Challenge.

www.harlechdmc.co.uk



Recognised
Club



Foreword

This will be the 13th single venue stage event for Harlech and District Motor club to run at Llanbedr airfield.

The route will consist of approximately 50 special stage miles over 6 stages, with one central Service Area.

Rally HQ, scrutineering and all parking will be located at Llanbedr airfield.

We look forward to welcoming both old and new competitors to the event and we would like to wish everybody a successful, enjoyable and safe day's rallying.

We will also require a vast number of marshals so please get in contact with Edgar Jones (WhatsApp or Txt on 07497171339 if you can help, or complete the marshal registration form via

[Kevin Ephraim Memorial Toyota Harlech stages Sunday - 11 October, 2026](#)

The Organisers

Past Winners Toyota Harlech stages:

2013	Lyndon Barton	Andrew Bowen	Ford Escort
2014	Wil Owen	Rob Hopewell	Ford Escort
2015	Wil Owen	Rob Hopewell	Ford Escort
2016	Bob Fowden	Paul Wakely	Subaru Impreza WRC
2017	Bob Fowden	Paul Fowden	Subaru Impreza WRC
2018	Richard Merriman	Kathryn Curzon	Darrian T90
2019	Wil Owen	Llion Owen	Ford Escort
2020	Cancelled due to Covid 19		
2021	Gethin Davies	Ben Ruff	Darrian
2022	Gareth Edwards	Tim Nunn	Darrian T90 GTR+
2023	Darrell Taylor	Cat Lund	Ford Fiesta Rally2
2024	Thomas Cooper	Sarah Edwards	Ford Fiesta R5
2025	Thomas Cooper	Sarah Edwards	Ford Fiesta R5
2026	<i>It Could be you</i>		



ALWAYS A
BETTER WAY

Harlech Toyota

📍 Ffordd Newydd
Harlech
Gwynedd
LL46 2PS

☎ 01766 780 432

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Article 1. Announcement:

Harlech & District Motor Club Ltd will organise an Interclub stage rally on Sunday October 11th, 2026 at Llanbedr Airfield, Llanbedr, Gwynedd.

Map reference 124/573.5 265.5. & W3W: ///went.sideboard.invent is the entrance to the venue.

The event will be known as Kevin Ephraim Memorial TOYOTA Harlech Stages

Article 2. Jurisdiction:

The meeting will be held under:

2.1: The National Competition Rules (NCR) 2026 Motorsport UK (ASN) (incorporating the provisions of the International Sporting Code of the FIA)

2.2: These Supplementary regulations

2.3: Any further official instructions / documents that the organising club may issue in writing for the event Ch.3 Art.21, Ch.3 App.10 Art.0.

Article 3. Authorisation and Championships:

3.1: Motorsport UK Permits: #208278 & #208279 (Junior)

Championships and Titles for which the rally counts:

3.2: JD Tyres Welsh National Tarmacadam Championship CH2026/RALLY054 (E)

3.3: ANWCC Ladies Rally Championship CH2026/RALLY043

3.4: ANWCC Allrounders Championship CH2026/RALLY039

3.5: ANWCC Stage Rally Championship CH2026/RALLY040

3.6: ANWCC North Wales Stage Rally Challenge CH2026/RALLY041

3.7: Heart of England Rally Championship CH2026/RALLY052 (E)

3.8: Formula 1000 & Formula 1000 Junior Rally Challenge (CH2026/TBA)

Article 4. Eligibility:

4.1 Competitors

- a) This event is open to fully elected members of Harlech and District Motor Club and members of motor clubs holding current affiliation with one of the following associations and/or clubs; WAMC, AWMMC, ANWCC & F1000
- b) All competitors must produce a valid 2026 Motorsport UK competition licence (Ch.6 Annex A Chart 2), Interclub Stage Rally or higher and a valid Club Membership Card as per 4.1(a) above (Ch.13 App.9 Art.2.4) which will be inspected when collecting rally packs from Rally HQ.
- c) Competitors must comply with NCR Ch.13 App.9 and NCR Ch.13 App.10

4.2 Vehicles

- a) Cars must comply with current NCR Technical Regulations and in particular Ch.13 App.16 & 17.
- b) Cars do not need to be taxed as the event takes place wholly on private land (Ch.13 App.16 Art.2.1) but current MOT Certificates are required (if applicable) together with Motorsport UK Log Book / Vehicle Passport (Ch.13 App.10 Art.7.4).

4.3 Tyres

- a) Competition Tyre Consultant JD Tyres will be available in the service area for the supply of tyres.
- b) The maximum number of tyres permitted for this event will be 12 (Ch.13 App.16 Art.7.11). You will be required to complete a tyre declaration upon finishing or retiring from the event which will be part of the roadbook. In the event of significant heavy rainfall the Clerk of the Course (with the approval of the ASN Steward) may issue a bulletin declaring a 'wet' event and the use of wet tyres will be permitted outside the specified amount on the grounds of safety)

4.4 Noise

A sound test will be carried out in accordance with Ch.13 App.1 Art.7. The limit for the event is 100db which will be strictly enforced both before the event at scrutineering and during the event. Penalty for excessive noise will be as per Ch.13 App.8 Art1.3(m).

Article 5. Format:

The event will consist of approximately 50 special stage miles on sealed surfaces over 6 stages, with one central Service Area.

The program of the meeting will be:

<i>Date</i>	<i>Time</i>	
Tuesday 1st Sept 2026	20:00	Regulations Live
Tuesday 8th Sept 2026	20:00	Entries Live
Sunday 4th Oct 2026	23:00	Entries Close for Seeding
Tuesday 6th Oct 2026		Final Instructions on Virtual notice board / emailed
		Seeded entry list published
Thursday 8th Oct 2026	23:00	Final closing date for entries
	23:00	All signing on Self declarations must be completed
Saturday 10th Oct 2026	13:00	Noise, Scrutineering & Doc Open
	19:00	Noise, Scrutineering & Doc Close
	21:00	Start Time Published on Virtual notice board
Sunday 11th Oct 2026	07:00 - 08:15	Limited Noise and Scrut (by appointment only see Art.8)
	08:40	Competitor Briefing
	09:00	1st car starts stage 1
		Results will become provisional when last car crosses finish line
		Awards as soon as results go final, inside Rally HQ

Article 6. Classes

There will be Eight classes: (Competitors may only enter one of the classes)

Class	Motorsport UK Class	Summary Description (See NCR Ch.13 App.24 Art.1 Chart 50 for full descriptions)
A	1,2,4	All 4-wheel drive cars including R5, Rally 2 and S2000 cars, all World Rally Cars and any derivatives of these cars
B	3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc, plus all FIA RGT cars
C	5,6,10,11	Cars with normally aspirated engines over 1600cc up to and including 2000cc; forced induction engines up to 1500cc, and all homologated FIA Rally4 and R2 cars with forced induction engines.
D	7,8,12,13	Cars with normally aspirated engines over 1400cc up to and including 1600cc; forced induction engines up to and including 1000cc.
E	9	Cars with normally aspirated engines up to and including 1400cc.
F	14	Junior 1000 cars up to 1000cc that meet the current technical specification of Junior 1000 (as published on Motorsport UK website)
H	H	Historic Rally Cars (as per NCR Ch.13 App.17)
R	10,11,12	Road Rally Cars (as per NCR. Ch.13 App.15 Art.1)

- Forced induction engines and rotary engines will have their capacity multiplied by 1.7 (Ch.7 App.2 Art.8.2).
- Electric Vehicles (inclusive of hybrids) will not be permitted to enter.

Article 7. Awards:

Awards will be presented on the day.

- 1st Overall - Overall winners are not eligible for class awards
- Class Awards: 1st, 2nd & 3rd

The organisers reserve the right to amalgamate classes if they deem it necessary.

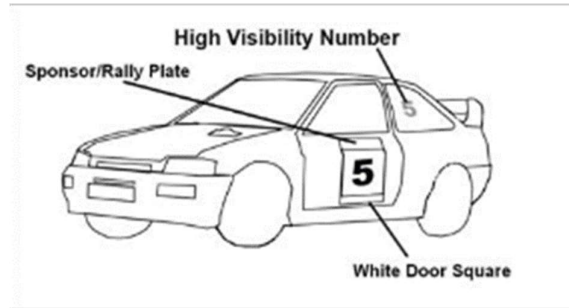
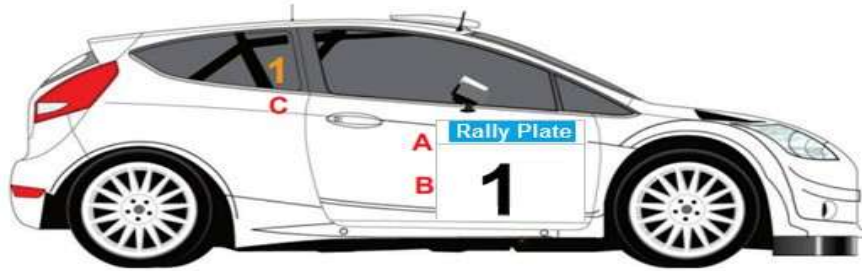
Article 8. Noise, Scrutineering, Documentation Official Notice Board:

8.1: Noise and Scrutineering will take place at Llanbedr Airfield

- Noise testing will be outside the scrutineering hanger, at which point you will be issued with event provided competition numbers in accordance with Ch.13 App.9 Art 5.4 (b) and (c).
- Scrutineering will take place on 10th October 2026
- Scrutineering will be available on Sunday morning for a limited number of competitors who request this on the entry form. This will incur a fee of £10 which must be paid with the entry fee. All amounts received by the organisers for Sunday Scrutineering will be donated to [The Osborne Trust](#)
- Competitors will be supplied with their Rally Pack (Roadbook etc.) after scrutineering and signing on.
- Competitors must supply door numbers and background (marked B below) in accordance with Ch.7 App.10). All numbers must be affixed prior to

scrutineering (Ch.13 App.9 Art.5.5.) We hope that Rally marketing will be with us should you need to buy them – To be confirmed in the finals.)

- f. High visibility side window numbers (marked C below), and rear screen numbers as defined in the Motorsport UK NCR Ch.13 App.9 Art.5. will be supplied by the organisers along with a rally plate.
- g. Competitors must make available to the organizers an area approximately 450mm x 130mm for a rally plate/sponsors decals (marked A below) on each side of the vehicle, above the competition number. With the permission of the Clerk of the Course, these decals can be placed adjacent to the competition numbers.



- h. Competitors will sign on manually on the day (be prepared for a double check of licenses / club cards).

8.1 The event documentation / Official Notice Board will be virtual and is accessed at:



Competitors under 18 years of age must state their age (Ch.3 App.4 Art.3), and parents or guardians of competitors under 18 years MUST complete signing on using the rallies.info system Ch.3 App.4 Art.4)

N.B. Any competitor who has not completed Scrutineering and Documentation by 08:00 on the morning of the rally may be deemed a non-starter and replaced by a reserve. (Ch.6 App.1)

Article 9: In Car Camera / Videos

- 9.1 The use of on-board video cameras is permitted in strict accordance with general regulation Ch.7 App.9.
- 9.2 Cameras must be fitted prior to scrutineering. Footage may be required by the organisers, and in the case of an incident may be required by Motorsport UK and/or the Police should an investigation into an incident be required.
- 9.3 The mounting of any camera must be approved by the Chief Scrutineer Ch.7 App.9 Art 1.5.
- 9.4 Competitors will be required to declare at scrutineering whether the in-car camera is being used for personal use or for commercial purposes. Commercial use must be approved by the event organisers. Ch.7 App.9 Art.1.1.

Article 10. Route:

- 10.1: Running order: The Interclub competitors will run first on the road for all stages. Once the last Interclub competitor has completed the stage, the Junior Competitors will attempt the stage. The organisers reserve the right to amend this running order after the lunch break.
- 10.2: The event will start and finish at Llanbedr Airfield and will consist of up to 6 stages with a mileage of approximately 50 miles
- 10.3: Cars will start stages at 30 seconds intervals (subject to Motorsport UK approval (Ch.20 App.5 Art 11.17)).
- 10.4: Stages will be timed to the nearest preceding whole second in accordance with Ch.13 App 13 Art. 8.4.
- 10.5: The stage mileage takes the form of 100% sealed surface, and will consist of the runways and access roads.
- 10.6: The Road Book will give all details of the Special Stages providing the necessary information in accordance with Ch.13 App.12 Art.2. The responsibility to comply with the route lies entirely with the competitor – Ch.13 App.10. Art.7.27 applies.
- 10.7: Merges (Ch.13 App.12 Art 4.6) At the point of merge, Competitors furthest into the stage will have priority and all Competitors must merge in such a way that does not constitute a danger or hinder other drivers. Penalties will be applied as per Ch.13 App.8 Art.1.3(l).
- 10.8: Splits – Judges of fact will be placed at stage splits to report for penalty any Competitor overshooting / reversing back against the route of Rally traffic. (Ch13. App.12 Art.4.4). Penalty Ch.13 App.8 Art.1.3(p) applies (Disqualification).
- 10.9: Chicanes – they are there for a reason – failure to negotiate them correctly may result in a penalty in accordance with Ch.13 App.8 Art.1.3(b).
- 10.10: The use of pace notes is not permitted under Ch.13 App.10 Art.7.43 Information given by the organisers can be transferred onto the stage plans
- 10.11: The organisers reserve the right to reduce the number of stages, and mileage, should conditions so dictate

Article 11. Entries:

- 11.1: Entries open Tuesday 8th Sept @20:00.
- 11.2: Organisers reserve the right to suspend the online entry if too many entries are received.
- 11.3: The entry fee is £360.
- 11.4: The maximum entry for the event is 90;
 11.41: 75 on the interclub permit and 15 on the F1000 Juniors permit
 11.42: Minimum is 30.

Should the minimum number of entries not be met, the Organisers reserve the right to cancel the event or change the number of entries per permit.

11.5: All entries must be made on the web-based electronic entry system and must be accompanied by the appropriate entry fee.

11.6: [2026 Interclub webentry](#) - Main Field

11.7: [2026 Junior webentry](#) - Junior

11.8: Payment must be made via electronic or BACS Bank Transfer. Payment by Cheque or Cash will not be accepted.

- a. Please use the bank account details shown on the entry system.
- b. When making payment, please use the surname of the driver and co-driver in the reference field for us to identify your payment (e.g. Jones Smith).

11.9: Entries will be accepted in order of receipt of a fully completed entry form and an accompanying fully paid entry fee. Although we will acknowledge all entries, they will not be accepted until all mandatory fields on the entry form are complete (mandatory fields will clearly be shown on the entry form). We do not recognize TBA, TBC, 0 or other such variants; this will not be classed as a completed entry.

You will NOT be able to edit your entry form once submitted until we acknowledge your entry we therefore advise that you take your time to complete all relevant details on first completion or you may not get an entry

11.10: Interclub permit: 25 entries will be at the sole discretion of the of the organiers.

11.11: For the Junior permit event 5 will be at the sole discretion of the organiers

11.12: Any vehicle that fails Scrutineering/Noise or fails to start the event will be deemed to be a non-starter and will not receive a refund.

11.13: The organsers reserve the right to refuse an entry.

11.14: Entry fees will be refunded as follows. Please note that cancellation of entries will not be accepted by telephone.

- A) Cancellation of entries received by email / text before the entries close for seeding will be refunded, less an administration fee of £10.00.
- B) Cancellation of entries received by email / text after entries close for seeding, and before entries finally close will be refunded, less an administration fee of £25.00.
- C) Cancellation of entries received by email / text after final closing of entries will be refunded on the organiser's discretion.
- D) If for any reason the organisers cancel the event, all entry fees will be refunded in full.
- E) No other refunds will be considered.

11.15: Once a competitor has made an entry on the on-line entry form and has had that entry acknowledged, the competitor may not change the driver without the organiser's permission, and this shall not be granted if there are competitors on a reserve list at the time of the request being received.

11.16: Changes to the co-driver and/or vehicle are permitted up to the point of entries closing for seeding (contact entries sec) , after which only the car or the co-driver may be changed (not both). Ch.3 App.11

11.17: The organisers reserve the right to re-seed an entry if the car is changed.

Article 12 Officials: Please do not phone officials after 21:00hrs

Motorsport UK Steward: TBA

Event Stewards: Dave Evison & Tony Jackson

Clerk-of-the-Course: Wenna Roberts Tel :07887803387 / wenna_roberts@yahoo.co.uk

Deputy Clerk-of-the-Course: David Mitchell

Deputy Clerk-of-the-course / Secretary of the Meeting: Phil Barley philip.barley@outlook.com

Entries Secretary: Lois Jones : Tel: 07794772627 entriestoyotaharlech@gmail.com

Event Safety Officer: Keith Pulling

Chief Marshal: Edgar Jones Tel: WhatsApp or Txt on 07497171339,

Deputy Chief Marshal: Rob Jones

Radio Co-Ordinator: Gem Rally Radio:

Motorsport UK Scrutineer: Ronnie Roberts

Noise Judge: Ian Williams

Safeguarding Officer: Clare Hookham / Laura Jones

Competitor Liaison Officer: Alan Jones – 07974 684121

Chief Timekeeper: Gethin Rees Live timing

Results: <https://amcrallyresults.co.uk/>

Judges of Fact: As listed on the Virtual Notice Board: [Web Sportity link](#)

Article 13 Results

Results will be available during the day with the provisional results being posted as soon as possible following the end of the event and will become final 30 minutes later, subject to resolution of protests/appeals. Competitors will be able to download results from <https://amcrallyresults.co.uk/> (no results will be mailed).

Article 14: Protests and Appeals:

Any appeals and protests must be lodged in accordance with Ch.2 App.4 and Ch.2 App.9.

Article 15: Servicing:

Organised assistance (service) will only be permitted in the designated service area NCR Ch.13 App.18 Art.1.4-1.6 as shown in the Road Book and Final Instructions

All entrants must provide a ground sheet upon which the car must be serviced.

The service/paddock area has recently been resurfaced, NO pins, stacks, etc., may be driven into the ground within the service area. The airfield will charge any person contravening this rule.

The service area is a NO SMOKING AREA

There will be a **5MPH speed limit** from the stage finish line to the Service Area and at all times within the Service Area.. Failure to comply may result in penalty up to disqualification” (Ch.13, App.8 Art1.3(l), Art.2(bb))

Each rally crew will be limited to one service vehicle parked in the service area. Any other vehicles parked in the service area may result in the competing car being disqualified. It will be the responsibility of the competing crew to ensure that NO other vehicles are parked within the service area.

Broken down vehicles will be recovered at the organiser’s discretion.

Cars broken down in a dangerous location may only be moved to a safe location and recovered at a later time.

Quad bikes, mopeds, Hoverboards, motor cycles are strictly prohibited; any person found using one of these will be removed from the venue. Pedal Bikes and E bikes are allowed.

FUEL

Competitors are permitted to use only fuel that conforms to the definitions of pump fuels in the 2026 Motorsport UK NCR (Ch.8 App.1 Art.1) Fuel will not be available at the venue

Refuelling of rally cars must at all times be in accordance with Health & Safety Guidelines. Competitors are reminded of all safety regulations.

All entrants, competitors & service crew should be familiar with Motorsport UK website. Stage Rally Safety Requirements, Edition 8, Annexes P & Q (Service Area and Re-fuel guidelines), effective 1st March 2026 “

All cars must re-fuel in designated area as shown on road book this is to reduce the fire risk in the service area.

The penalty for contravention will be disqualification.

There must be no one inside the vehicle, and the engine must be switched off whilst refuelling is taking place.

The refuelling personnel must be wearing clothing which will provide adequate protection against fire.

Vehicle fire extinguishers must be armed, and handheld fire extinguishers available outside the vehicle whilst the vehicle is being refuelled.

The competitor is responsible for protecting the ground with an environmental mat, which shall be composed of an absorbent upper part and an impermeable lower part.

The responsibility for refuelling is incumbent on the competitor alone.

Article 16: Controls, Penalties & Timing

16.1: Controls

Main Controls (MC) (NCR CH.13 App.13 Art.4) Will be situated at the Start and Finish of event. On arriving at an MC, a competitor will receive their due time out (Due times for MC1 will be displayed on the Virtual Notice Board as soon as possible). Competitors will depart at 30 second intervals in order of arrival at the MC. As we will be maintaining 30 sec stage starts, competitor due times at MC / SAC will accommodate two competitors per minute.

Stage Arrival Control (SAC) (NCR Ch.13 App.13 Art.6) – At this time control a Marshal enters a competitor’s time of arrival and the provisional starting time for a special stage which must be a minimum of 3 minutes after the arrival time in order to allow the crew time to prepare for the stage. The area between the special stage arrival control and the stage start is Parc Fermé. Once you have received your time at the arrival, no work can be carried out on the car

except those listed in section Ch.13 App.18 Art.11 Outside assistance in this area is forbidden and only equipment carried in the car can be used.

Stage Start Control (SSC) (NCR Ch.13 App.10 Arts.7.37-7.38) – On arrival, competitors will be given an actual start time in hours, minutes and seconds. When the time has been accepted the marshal will assume that the competitor is ready to start. The start procedure will be by automatic timing equipment. The start procedure will be as follows: 15 seconds Red light will be displayed, 10 seconds Red light will go out, and Amber lights will be displayed, at 5 seconds the five Amber lights will extinguish, one every second (5,4,3,2,1) at the start time Amber light goes out & Green light goes on, 10 seconds after start time Green light goes out. Should the electronic start system fail, then the start procedure will revert to the manual start procedure outlined in NCR Ch.13 App.10 Art.7.36

The 30 second advanced warning will be dispensed with NCR Ch.13 App.10 Art.7.40

Stage Finish Control (SFC) (NCR Ch.13 App.13 Art.7.1) – The competitor will receive their finish time in hours, minutes and seconds. Any competitor who fails to stop at the Stop line must not, under the pain of disqualification, reverse to the Stop line, but must return on foot. At the end of the last special stage the SFC will also be MC2.

Passage Control (PC) - This point must be visited after each stage where competitors will be allocated a due time at the next Stage Arrival Control.

16.2: Penalties & Timing

Under Bogey	Bogey Time
Over Bogey / Under Stage Maximum	Actual time taken
Over Stage Maximum (by no more than 5 min)	Stage Maximum Time
Over Stage Maximum (More than 5 min)	Stage Max 30 min Penalty

Marking and penalties will be as Ch.13 App.8 Art.1 except for the modified as follows

Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification (NCR Ch.5.A App.5 Art.2)

Offence	Penalty
(aa) Failure to follow the instruction of an official	5 minutes penalty
(bb) Further breaches of (b), (c), (d), (e), (k), (l), (m), or (n).	Disqualification
(cc) Repeated misbehaviour of service crew	5 minutes penalty or if serious Disqualification from results of related competing crew.
(ee) Misuse of SOS and/or OK boards.	Warning for 1st Offence Ch13 App10 Art 7.20
(ff) Unauthorised testing or practicing.	Disqualification
(gg) Causing an obstruction.	Disqualification

Continual use of grass areas i.e. cutting corners, likely to damage the landscaping	Warning for 1st Offence 5 mins thereafter
Travelling against rally traffic on a stage	Disqualification
Not having extinguishers armed when on stage	Warning for 1st Offence Disqualification
Any competitor who runs on a special stage with a deflated tyre or mechanical problems likely to cause damage to the airfield	5 Minutes for 1st offence and pay for damages disqualification thereafter
Excessive speed as reported by a Judge of Fact in non-competitive areas, careless or inappropriate driving in service area	5 Minutes for 1st offence, disqualification thereafter (Ch.13 App.8 Art.1.3(l)).
Verbal and/or physical abuse to a Rally Official	Disqualification from results and reported to Motorsport UK.
Infringing Health & Safety Rules	5 Minutes per crew
Missing a merge or split	Stage max penalty

Competitors must complete two-thirds of all stages and report to the final Main control of the event as per NCR Chap 13 Par 14.1 in order to be classified as a finisher.

If a crew is unable to complete a stage but wishes to continue on a subsequent stage, they must report to the CLO who will issue them with a start time for the next available stage. The competitor will be slotted back in the field at the organiser's discretion.

If the vehicle has sustained damage, then the vehicle must be re-scrutineered before a restart time will be issued.

It is the competitor's responsibility to ensure that their times are recorded correctly and handed in when required : Ch.13 App.12 Art.3.8 to 3.10

Once a competitor has accepted a time, no further claims will be accepted. Any correction or amendment to a time card, which has not been approved by a Timekeeper, may result in Disqualification.

Motorsport UK are taking a particular interest in the merge and split on events especially any accidents that occur and hence it is the competitor's responsibility to be vigilant of other competitors. Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion:Ch.5A App.5 Art.2.1

Designated rejoin point will be the SS2, SS3, SS4, SS5 & SS6.

Competitors may rejoin the rally after missing a Control or Special Stage - NCR:Ch.13 App.13 Art 15.

Juniors:

Once again we are delighted to have the Junior 1000 Rally Championship with us.

As defined by the championship rules. As part of the MSUK requirements/regulations for this championship, competitors in the championship must run on stages by themselves, i.e. there must not be any of the competitors from the main events on the stage at the same time as the Junior's.

To achieve this there will be a gap between the main event, & the Junior's which will therefore stretch the running of the day's stages to the limit. In order to achieve this, cars in the Junior event will be running either before the main field or after them. Road timing between stages will be operating. Just as road timing will be operating in the main event. As soon as all cars from the main event have completed the stages, or maximum lateness

of the last car in the main event has been reached, the Junior Rally will be started. At that point no cars from the main event will be allowed to move on the stage until the Juniors have finished their run through. If you have stopped on stage for any reason and the Juniors have started YOU MUST NOT MOVE TILL THEY HAVE FINISHED THEIR RUN THROUGH THE STAGE.

(Junior runners will be denoted by running numbers 101 upwards)

After the Juniors have finished you will be given permission to return to the service area.

The Penalty for Disobeying this Instruction WILL BE DISQUALIFICATION From the Event, Reported to the Stewards of the Meeting, and the MSUK.

All cars competing in the Junior Formula 1000 Rally Championship must be to the 2026 specification.

Article 17: Accidents: SOS and OK Boards

Competitors are reminded of their obligation to observe the Health and Safety at Work Act: Ch.13 App.18.

SOS and OK boards are to be used by competitors and officials

In the case of an incident where urgent medical attention is required the red SOS sign must be displayed as quickly as possible to alert following **Vehicles** and aid any aircraft attempting to assist.

Any crew that sees a red SOS sign displayed on a **Vehicle** or sees a major accident where both crew members are inside the **Vehicle** but not displaying the SOS sign must immediately and without exception stop to give assistance.

All following **Vehicles** must also stop and the second **Vehicle** arriving at the scene must inform the next radio point.

Subsequent **Vehicles** must leave a clear route for emergency vehicles.

The **Clerk of the Course** may award a discretionary time to any **Competitor** delayed in such circumstances.

Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm) with means to secure the board on display for oncoming **Competitors**. NCR: Ch.13 App.10 Art.7.

Each competing car must carry a red reflective triangle (Ch.13 App.1.6 Art 12.12) which, in the event of a car stopping in the special stage, must be placed in a conspicuous position by a member of the crew at least 100 metres before the cars position in order to warn following drivers (Ch.13 App.10 Art.7.18) .

This triangle must be placed even if the car is off the road.

Any crew retiring from the rally must report their retirement to the organisers as soon as possible, via the damage declaration.

Article 18: Spill Kits:

All vehicles must carry a "Small Spill Kit" complying with: Ch.13 App.16 Art.2.1 The organisers will provide a "Medium Spill Kit" at all stage starts and finishes NCR: Ch.13 App.12 Art.3.50.

Article 19: Judges of Fact:

Judges of fact nominated by the organisers, will be on duty throughout the event to observe noise, Chicanes, driving manner, out of bounds and illegal servicing. Judges of fact will also be on duty to observe correct route, baulking and the 5mph speed limit in the service area, in addition to all misdemeanours as listed under article 17 above.

A list of Judges of Fact, and their duties will be published on the Virtual Notice Board. Any offender will be reported to the Clerk of the Course and may be disqualified.

Article 20: Red Flag

On passing a Red Flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage. Failure to comply with this rule will incur a penalty at the discretion of the Clerk of the Course. NCR: Ch.13 App.10. 7.

Article 21: Driving on the Airfield with deflated tyres etc:

As part of the conditions of hiring the venue you are not allowed to run on the airfield with a punctured tyre.

If any competitor gets a puncture they must pull over to a safe location off the stage as soon as practical and replace the wheel. Should you not carry a spare wheel then you must pull over to a safe location as soon as safely practical and the crew must vacate the car and move to a safe position and remain there until the vehicle is safely recovered.

OK boards and triangle must be displayed.

Only wheels carried in the vehicle at stage start will be allowed to be used to change a puncture.

NO SERVICE CREW MEMBERS MAY ENTER ANY PART OF THE TRACK.

Should anyone do this or receive outside assistance the competing car will be immediately **DISQUALIFIED**.

It is also a condition of hire that no vehicle is allowed to continue on the circuit should any part of the bodywork or any of the vehicle's components be dragging/touching on the surface of the airfield.

You may pull gently/slowly onto the grass at the side of the track in order to facilitate the safe removal of a damaged bodywork part or component, if this is practicable, and then gently/slowly pull off the grass to rejoin the stages once this is done. Failure to replace the wheel or remove any dragging part or component of the vehicle along the surface of the airfield will result in a penalty of Disqualification.

Competitors will be liable for damage caused by them and will be charged for any necessary repairs. Any fluid spillage on the airfield or service area must be reported to the organisers so that suitable arrangements can be made to clear it up. NO oil containers to be left at the venue when you leave.

YOU MUST TAKE ALL YOUR USED TYRES HOME WITH YOU FROM THE AIRFIELD / SERVICE AREA WHEN YOU LEAVE. YOU MUST NOT PUT THEM IN ANY OF THE SKIPS. Any competitor, or their crew, contravening these requirements will be **DISQUALIFIED** from the results and reported to Motorsport UK.

These are requirements of the venue to prevent damage to the surface of the Airfield. As part of your contract with us, by signing to abide with these regulations, and whilst

competing on this event you will be liable personally, for any cost of repair to the surface caused by your vehicle or its parts.

Article 22. Damage Declaration:

Competitors who retire will be required to submit their Damage Declaration to the Rally Secretary within 72 hours of the event.

Failure to return this form may be penalised by a fine of £100.00. The Damage Declaration can be found within the Time Card booklet or alternatively an online form

Competitors will be required to complete a report declaring that they have not been involved in any incident resulting in damage to private property or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred within 24 hours of the incident occurring.

Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by DISQUALIFICATION and reported to Motorsport UK.

DAMAGE TO THIRD PARTY PROPERTY:

The Motorsport UK Insurance Policy does not cover Circuit Damage.

Competitors causing damage to any third-party property will be liable for the full reinstatement cost of any damage caused.

Where the damage is covered by the Motorsport UK insurance policy, the competitor will be liable for the insurance excess that Harlech and District MC has to pay Motorsport UK, currently £500.

Any Competitor coming into contact with any Timing Equipment will be penalised by a Stage Maximum and responsible for any repair costs that may be incurred.

An Event Safety Officer has been appointed for this event, they will be checking all incidents that occur on the stages and will also be checking out vehicles leaving the stages for damage. Photo or video evidence will also be used to ensure that an incident report is completed by each competitor for every incident that they have on a stage that results in damage to any third-party property.

Article 23. Catering Facilities:

Catering facilities will be available at the venue.

Article 24 Accommodation:

No overnight camping is allowed on the airfield, however there is a small area of hard standing before the main gates that can be used.

Accommodation is available around the area from Camping to B&B's.

Here is a small sample of the accommodation available:

Shell Island, Llanbedr: 01341 241453

Ty Mawr Hotel in Llanbedr, North Wales: 01341 241440

Talwrn bach farmhouse, (self-catering) Llanbedr :0118 9401202 /
talwrn.bach@ntlworld.com

The Victoria Inn, Llanbedr: Tel: 01341 241213

Bryn Artro, Llanbedr: Tel: 01341 241619 / enquiries@llanbedr-brynnartro.com

Gwynfryn Farm Cottages, Llanbedr: Tel: Daytime/ Evening: 01341 241 381 / 01341 241 642 / clare@gwynfryncottages.com

Trawsdir, Llanaber, Barmouth: 01341 280611/ 01341 280999

Article 25: Competitor Enquiries:

For enquiries regarding Entries contact the Clerk of the Course

Regulations or Timing etc please contact Competitor Liaison Officer: Alan Jones – 07974 684121

Article 26: Race with Respect:

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by their commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- (a) Respect
- (b) Integrity
- (c) Fair Play
- (d) Self-control
- (e) Good Manners

Article 27: Control of Drugs and Alcohol

Competitors are reminded that they must respect that the ASN has the right to require alcohol and illicit drugs testing on any person howsoever connected with any on the Event and shall at all times co- operate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping. (Ch.3 App.4 Art.3.6)

Acknowledgments

Llanbedr Airfield, Toyota Harlech, The Scrutineers, ANWCC, WAMC, AWMMC & F1000
All Marshals, Motorsport UK & Club Stewards, Rescue & Recovery Crews,
All Radio Crews and the residents of the area.

We wish to thank everyone who has been involved in the organising, and who will be assisting in the running of the event.



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A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

motorsportuk.org/racewithrespect

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