

# CASTROL '78 NATIONAL RALLY

## FOREWORD

The Castrol '77 National Rally was one of the most exciting and successful rallies in Britain last year.

The Wolverhampton and South Staffs Car Club is determined that the Castrol '78, on Saturday 14th October, will be equally as good, and hopefully better, keeping up the high standard of the event, and earning the respect of all competitors.

The organising committee is again led by David Stephenson and the rally itself returns to the friendly Welsh resort of Aberystwyth, with the headquarters at the Belle Vue Royal Hotel on the sea front.

The format of the rally will be similar to previous years with a total stage mileage of about 100 miles on the fabulous smooth mid-Wales forest stages, all contained within a very compact route. The accent will again be very much on long stages; last year the average stage length was just over 14 miles and it is hoped that this can be repeated together with the single service area innovation, which was very popular with most competitors.

The inexpensive accommodation available in Aberystwyth, coupled with the fact that a competitor's service vehicle is required to remain in one area, and an entry fee of £70.00 make the Castrol '78 rally a particularly economical event in which to compete, especially since over 15% of the competitors will be reimbursed with the whole of their entry fee in the form of cash awards—thanks to the continuing generosity of Castrol.

This year's event will be the penultimate round of the Castrol/Autosport National Rally Championship and taking place only a month before the RAC Rally gives competitors the last opportunity for last-minute testing on non-damaging forest surfaces.

Christine Chick  
Windsor Evans  
Wilf Davies  
John Gibbs  
Norman Jones  
John Trevethick

Phillip Lloyd  
Jim Mackay  
David Stephenson  
Robert Whale  
Mike Wood  
Brian Vaughan

## ADDITIONAL SUPPLEMENTARY REGULATIONS

Any amendments to these ASRs are contained in the appendix para 23.

1. **TIMETABLE** –See Appendix
2. **ANNOUNCEMENT** –See Appendix
3. **JURISDICTION**

The event will be governed by the General Competition Rules of the RAC (incorporating the provision of the International Sporting Code of the FIA), the Standing Supplementary Regulations of the RAC, these regulations and any written instructions the promoting Club may issue for the event.

This event complies with the requirements of the Motor Vehicles (Competitions and Trials) Regulations.

4. **AUTHORISATION** –See Appendix
5. **ELIGIBILITY**

The event is open to any competitors holding an RAC or RIAC Competition Licence valid for the event. Intending competitors are reminded that when an entry is made in the name of a commercial firm or sponsor the appropriate Entrant's Licence must be produced when other licences are examined. In addition to this, any car carrying advertising in excess of the 4 permitted decals must display the appropriate Advertising Permit. Navigators are reminded that they must hold either a National or International Rally Driver's licence or a National Co-Driver's Licence.

6. **START AND FINISH** –See Appendix
7. **ROUTE**

(a) See Appendix for Details

(b) The event will contain several Special Stages on private property which will be timed to an accuracy of less than one minute by marshals under the supervision of an RAC appointed timekeeper. Cars will start at one minute intervals. The route will be defined by six-figure grid references and by a 'Tulip' Road Book. Full details of the route and Special Stages will be issued to competitors when they sign on. These documents will contain all necessary information to enable competitors to comply with SSR S36.

8. **CLASSES**

There will be five classes as follows:

- Class 1. Group 1 cars up to 1600 cc.
- Class 2. Group 1 cars over 1600 cc.
- Class 3. All other cars up to 1300 cc.
- Class 4. All other cars 1301 – 1600 cc.
- Class 5. All other cars over 1600 cc.

Should any class have less than ten entries, the organisers reserve the right to amalgamate that class with another class.

## 9. AWARDS—See Appendix

## 10. ENTRIES

(a) See Appendix for fees and number of entries.

(b) The entry list opens with the publication of these ASRs and will close at the standard fee twenty-one days before the start of the event. Late entries will be accepted at the organisers' discretion, on payment of an extra fee of £10, until fourteen days before the start of the event.

Written acceptance of entry will be sent for the first 90 entries received. All other entries will be acknowledged but not accepted until after the closing date for late entries.

Fees for accepted entries withdrawn up to the closing date for normal entries will be refunded in full less £5 to cover administrative costs. Those withdrawn before the above date and five days before the event will be refunded less £10 costs. Fees for entries withdrawn after that date will not be refunded unless the vacant place is filled by a reserve. The above conditions will also apply to reserves who will be notified as soon as possible of vacant places.

Where applicable the entry fee has been based on the current Forestry Commission road charges. Should there be any variation in these charges it may be necessary to levy an additional entry supplement. If applicable this will be collected at signing-on but will be publicised in advance if possible (P18).

The entry fee includes one service pack per competing car. Final instructions, containing details of competitors' starting numbers, will be posted to entrants at least seven days before the event.

Entrants are required to indicate on the entry form their eligibility for the various awards and championships.

The order of starting will be at the organisers' discretion, but to assist seeding entrants should note their previous results on the entry form. Once the entry list has been published no communication will be entered into regarding it.

## 11. CONTROLS AND TIMING

The rally will be divided into Road Sections and Special Stages.

All Controls other than Passage Controls (PCs) and Route Checks will be Time Controls (TCs). Each road section will be allotted a Target Time based on approximately 28 mph average or less and a competitor can calculate his Due Time of arrival at any TC by adding this Target Time to his actual time of departure from the preceding TC. On any Road Section following a Special Stage three or four minutes extra will be allowed over the set average speed to account for any delays at the Special Stage Finish.

All Special Stages will have a Bogey Time set at 60 mph (or 70 mph if run entirely on a tarmac surface) and a Target Time set at approximately 30 mph (or less on short stages). Competitors will receive penalties as follows:

- (i) Under Bogey ..... Bogey Time
  - (ii) Over Bogey under Target ..... Actual Time Taken
  - (iii) Over Target ..... Target Time
- (No extra time penalties)

However, excess lateness taken over Target on Road Sections and Special Stages is cumulative and once lost cannot be regained. When his accumulated lateness between any two adjacent Main Controls exceeds the permitted maximum of 30 minutes a competitor will be excluded.

Should any recorded time not be legible or not appear authentic the organisers may use any means at their disposal to establish a time.

The following titles shall describe the various types of Time Controls:  
(See Article 12 for description of signs).

(a) Main Controls (MC—Signs 1 and 2)

- (i) Main controls will be situated at the Start and Finish of the Rally, immediately before and after any Rest Halt, or at any other specified point.
- (ii) At an MC after a rest halt Competitors will restart at one minute intervals either in number order, or in order of their arrival at the MC immediately preceding that Halt, or, if interim results are available, in order of General Classifications.
- (iii) Each competitor will be given a due starting time from any MC and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. Also a time penalty will be applied.
- (iv) Competitors not excluded by reason of having accumulated more than the maximum allowed lateness will restart (subject to 11[a] [iii] above) from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MCs.

(b) Special Stage Arrive Controls (SSA—Signs 1 and 2).

On arrival at SSA a competitor will receive an arrival time only when he is ready to start the stage (helmets on etc.). A competitor who is early may wait for his Due

Time. He must then proceed immediately to the Start Line.

(c) Special Stage Start Control (SSS—Sign 3)

At the SSS a competitor will be given a start time for the Stage in hours and minutes (and, if competitors are to start at 30 second intervals, seconds). Once a competitor has clocked in at an SSA the Start Marshal will assume he is ready to start the stage and will issue a time as soon as the start line is clear, whether the competitor is ready to start or not. The Marshal will inform the competitor at 30 seconds to go, 10 seconds to go, and at 5 seconds will hold a flag ahead of the driver. He will raise the flag at Zero, which will be the signal to start.

As each section is timed separately the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for. The control area between Sign 1 at the SSA and Sign 3 at the SSS will be 'parc ferme.'

(d) Special Stage Finish Control (SSF—Signs 4, 5 and 6)

At the SSF a competitor will receive his finish time in hours, minutes and seconds. This time in hours and minutes will be his start time for the following Road Section. Any competitor who fails to stop at the 'STOP' Line must not, under pain of exclusion, reverse to the stop line, but must return on foot.

(e) Service Areas (SV)

All service areas will have 'IN' and 'OUT' Time Controls, and a Target Time will be specified between these controls. The section between SV 'IN' and SV 'OUT' will be marked as a Road Section.

(f) Passage Control (PC)

At certain points indicated in the Road Book the organisers may establish PCs in order to collect Time Cards from competitors or for other purposes. There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

## 12. SIGNS

### Time Control

1. Yellow Background



Beginning of control area

2. Red Background



Control Site

## APPENDIX TO REGULATIONS

### 1. TIMETABLE OF THE RALLY

1st July	Entries Open
18th September	Entries at Standard Rate Close
30th September	Entries at Late Entry Fee Close
13th Oct. 16.00 hours	Rally HQ Opens at Belle Vue Royal Hotel, Aberystwyth Scrutineering & Documentation commences
13th Oct. 22.00 hours	Rally Forum - Kings Hall
14th Oct. 08.00 hours	Rally Starts
14th Oct. 18.00 hours	Rally Finishes
14th Oct. 22.00 hours	Awards Presentation - Kings Hall

### 2. ANNOUNCEMENT

The Wolverhampton and South Staffs Car Club Ltd., will promote a National Rally on Saturday, 14th October, 1978. The rally is sponsored by Castrol Ltd. and is a qualifying round of the Castrol-Autosport Rally Championship and the Welsh Stages Championship.

### 4. PERMIT/AUTHORISATION

RAC Permit No.	T.B.A.
DOE Authorisation No.	T.B.A.

### 6. START AND FINISH

The event will start at 08.00 hrs. on Saturday, 14th October and finish in Aberystwyth at 18.00 hrs. Rally Headquarters will be at the Belle Vue Royal Hotel, Marine Terrace, Aberystwyth. The total mileage will be approx. 200 miles on public and private roads. The event will contain special stages with a mileage of approx. 100 miles. There will be a Rest Halt after approximately 80 miles.

### 9. AWARDS

#### (a) General Classification

- 1st Driver, £60 presented by Meirion Motors Ltd. and the James L. Martin Challenge trophy.
- 1st Co-Driver, the E.L. Bouts Challenge Trophy.
- 2nd Driver, £60 presented by the Belle Vue Royal Hotel, Aberystwyth.
- 3rd Driver, £60.
- 4th Driver, £60.
- 5th Driver, £60.
- 6th Driver, £60.
- 7th Driver, £60.
- 8th Driver, £60.
- 9th Driver, £60.
- 10th Driver £60.

(b) Private Entrants

- 1st Private Entrant £60. presented by Meirion Motors Ltd.
- 2nd Private Entrant £60.
- 3rd Private Entrant £60.
- 4th Private Entrant £60.
- 5th Private Entrant £60.
- 6th Private Entrant £60.
- 7th Private Entrant £60.
- 8th Private Entrant £60.
- 9th Private Entrant £60.
- 10th Private Entrant £60.

Note:

Private Entrants who finish in the first 10 overall will not be eligible for the Private Entrants award, but the award will be presented to the next highest placed Private Entrant.

A Private Entrant is one whose entry is made in the First Driver's name and presents his car at Scrutineering with no advert contravening P34(c), (temporarily obscuring decals or lettering larger than permitted will not be accepted).

(c) Class Awards

- 1st in each class, £60.
- 2nd in each class, £30.

Winners of General Classification Awards and Private Entrants Awards will not be eligible for Class Awards.

(d) Other Awards

To the Driver and Co-Driver of the highest placed Group 1 car in General Classification, the Tony Lloyd-Davies Challenge Trophy and the G.J.B. Thorne Trophy respectively.

To the best performance by an all-W.S.S.C.C. Ltd. Crew, £60 presented by Carrier Property Ltd. and the S.W. Fletcher Trophy for the Driver and the Ron Moore Trophy for the Co-Driver.

To the best performance by an all-Aberystwyth and District Motor Club Crew, the 'Cambrian Award', £60 presented by Cambrian Tyres and Cambrian News.

Note:

To be eligible for the above two awards, competitors must be paid up members of the respective clubs at the time of the event and to have been club members continuously since 1st May, 1978. Club membership cards will



be inspected at signing on. Winners of General Classification Awards and Private Entrants Awards will not be eligible for the above two awards. To the best performance by a lady driver (subject to a minimum of three starters) £60 and the Express and Star Rose Bowl.

Co-Driver to the above an award.

To the best performance by a 1st named Driver competing in his first National Rally, a cash award presented by the Aberystwyth and District Tourist Association. (Winners of General Classification and Private Entrants Awards will not be eligible for this award.)

To the team of three cars with the lowest aggregate of penalty marks, £30. (Team entries at £1 per car, £3 per team will be accepted at signing on.)

'Caprice - Four Seasons Award', £60 to the 'Man-of-the-rally', presented by the Caprice Restaurant and the Four Seasons Hotel.

**Note:**

All trophies remain the property of the club and must be returned when requested.

**CASTROL AWARDS**

The highest placed registered overall driver and co-driver	An award
The highest placed registered Group1 driver and co-driver	An award

**MAZDA HATCHBACK  
RALLY CHALLENGE AWARDS**

The highest placed registered driver	£100
2nd highest placed registered driver	£75
3rd highest placed registered driver	£50
4th - 7th highest placed registered drivers	£20 each

Additional awards may be given at the discretion of the organisers.

**10. ENTRIES**

The maximum number of entries for the event is 180. The organisers reserve the right to cancel the event if less than 100 entries are received. The entry list will open with the publication of these ASR's and will close at the standard entry fee on Monday, 18th September. Late entries, subject to an additional fee will be accepted up to Friday, 30th September.

All entries must be made on the official entry form, accompanied by the entry



fee and should be sent to the Entries Secretary at the address given below:

Mrs. Christine Chick,  
12, Brooklands Road,  
Albrighton,  
Nr. Wolverhampton,  
WV7 3DW.

Home Telephone No. Albrighton 3281.

Entry fees are as follows

Up to and including Monday, 18th September	£70
Late Entries	£80
Team Entries (these will be accepted up to 08.00 hrs. 14th October)	£1 per car.

## 18. SCRUTINEERING AND SIGNING ON

Exact details of scrutineering will be given in the Final Instructions but will take place on Friday, 13th October between 16.00 hrs. and 22.00 hrs. only.

Signing On will take place at Rally Headquarters, The Belle Vue Royal Hotel from 16.00 – 22.00 hrs.

## 22. OFFICIALS

RAC Steward	R.Newsum
Club Stewards	Martin Clark, Colin Francis
Secretary of the Meeting	Windsor Evans, 6, Cedar Close, Yew Tree Estate, Walsall, W. Midlands. Telephone No. 021-526-3199 (Business)
Assistant Secretary	Mike Wood
Entries Secretary	Mrs. Christine Chick
Event Treasurer	Jim Mackay
Clerk of the Course	David Stephenson
Assistant Clerks of the Course	Norman Jones, Jim Gibbs
Chief Marshal	Phillip Lloyd, 35, Easenhall Close, Knowle, Solihull, W. Midlands. B939QA. Telephone No. 560-6357 (Home)
Assistant Chief Marshal	Brian Vaughan
Press Officer	Robert Whale, 551, Chester Road South, Kidderminster, DY10 1XH. Telephone No. 0562-4312 (Home)
Results Manager	Wilf Davies
Results By	Tynemouth and D.M.C. Computerised Results Service
RAC Timekeeper	Ken Dudley
RAC Scrutineers	Fred Southall, Geoff Ward
Aberystwyth Co-ordinators	John Trevethick, Alan Jones

3. Red Background



Special Stage Start

4. Yellow Background



Both signs to be placed at 100 yds or 100 metres before the flying finish

5. Red Background



Flying Finish

6. Red Background



Stop Line

### 13. PACE NOTES

The possession of pace notes in whatever form by any competitor during the course of the rally whether or not they relate to stages being used in the rally is not allowed. The organisers may set up checks at certain controls and a proportion of competitors and competing cars will be searched. The penalty for being found in the possession of pace notes or refusing to allow a search for these to be made is Exclusion. At these checks the organisers request the co-operation of all competitors in order to reduce any delay. Also any competitor or his agent observed on private land without permission within the area covered by the maps referred to in ASR 7 after the publication of these regulations will be excluded. The only exceptions to this regulation are persons who live on or whose employment causes them to travel along a road used on the event.

### 14. SERVICING

Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. There will be service areas at strategic points where work may be carried out by the Service Crew of the competing car, these will only be accessible to competitors and service vehicles bearing official Service Plates.

Crews may work unassisted on their own cars in 'No Service Areas' except (i) within 100 metres of any Control, (ii) between the Special Stage Arrival Control and the Special Stage Start Control and (iii) in any Parc Ferme; the only work permitted in these areas is to carry out the following work unassisted: - (a) replace a wheel

with a flat tyre for a wheel and tyre carried in the competing car (b) clean lamp glasses windscreen and windows.

No other areas may be used by service vehicles, which will be expected to follow a prescribed route to the Service Areas. All other areas will be 'Out-of-Bounds to Service Crews and Vehicles.' If a Service Vehicle is observed in an 'Out-of-Bounds to Service Crews and Vehicles' area the associated competing car will be excluded.

Service Crews will be subject to the same regulations as competitors regarding noise, bad driving manners, etc, and marshals have been instructed to note any infringement of these rules. Competitors are responsible for ensuring that their service crews understand and comply with this regulation and that at all times the service vehicles bear an official service plate showing the competitors rally number.

## **15. IDENTIFICATION**

Competitors will be issued with rally plates to be fixed to the front and rear of the car and side plates to be fixed above the competition numbers. In addition, competitors must display regulation size black numbers, on a white background, on both sides of the car. Competitors are reminded that these numbers must be removed or covered completely after the event or upon retirement. Competitors will be required to carry advertising decals issued by the organisers on behalf of the sponsors and must make available to the organisers an area 13in by 8in on each side of the car, adjacent to the space allocated for identification of the vehicle and clearly visible for publicising the sponsors of the event.

## **16. DAMAGE DECLARATION**

Competitors will be required to complete and sign 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. Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by exclusion.

Competitors who do not report at the finish are required to forward the report to the Secretary within seven days of the event, unless they have been involved in an incident in which case details must be given to the organisers the same day. Competitors who fail to reply will be reported to the RAC.

## **17. JUDGES OF FACT**

Judges of Fact appointed by the organisers will be on duty throughout the rally to observe and report upon any competitor considered to be making excessive noise or to be in contravention of the Service Regulations. These Judges of Fact are empowered to exclude competitors on the spot.

The start officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start.

## 18. SCRUTINEERING AND SIGNING-ON

Exact details will be given in the Final Instructions. At scrutineering cars will be examined for compliance with tyre and vehicle safety regulations as well as for class eligibility. Each entrant will be assumed to have full knowledge of the car and its eligibility for the class entered. Homologation forms must be provided for all Group 1 cars. All cars must be fitted with a substantial roll cage and carry a fire extinguisher of at least 5kg. capacity of BCF or BTM in not more than 2 units. Crash helmets will be examined for compliance with current regulations.

A Competitor must have signed on and completed all documentation at least one hour before his scheduled starting time otherwise he will be deemed a non-starter, and his number will be allocated to a reserve.

## 19. PENALTIES

Competitors will start with zero marks. Classification for the order of Merit will be by reference to total marks lost, the winner being the competitor with the least total penalty.

In the event of a tie the winner will be the competitor who has completed the greatest distance from the start with the least Stage Penalty.

A.	Penalties will be as follows:	Marks Lost
	(1) For each second taken on a Special Stage (ASR 11)	1/60
	(2) For each minute before or after Due Time at a Main Control (Out)	1
	(3) For each minute under Target Time on the Road Sections and Service Areas	1
	(4) Making a false start to a Special Stage	1
	(5) Taking the incorrect route on a Special Stage	30
	(6) Not complying with a requirement of the Road Book or of these Regulations for which no other penalty is specified	30
	(7) Not complying with a reasonable instruction by an official provided warning is given that a penalty will be applied	30
*	(8) Breach of a statutory requirement concerning the driving of a motor vehicle	30
*	(9) Breach of Vehicle Regulations concerning the use of lights and breaches of the Construction and Use of Lighting of Vehicles Regulations	30
**	(10) Excessive noise, damaged or ineffective silencing system	30
*	(11) Completing any Road Section in less than three quarters of the Target Time for that section where the Section is 4 miles or more in length	30

\* Second offence will be penalised by exclusion by the Stewards of the Meeting.

Causing a decibel meter reading of greater than 84dbA will be deemed to be excessive noise. This will be measured in accordance with the test specification detailed in the RAC SSR C88(X). At the discretion of a judge or in other cases, the organisers, a car causing excessive noise may be refused permission to proceed at any time and in any case the penalty for a second offence shall be exclusion.

B. The following offences will carry a penalty of EXCLUSION:

- (1) Not reporting at, or not providing proof of visiting a control or check.
- (2) Servicing contrary to Regulation ASR 14.
- (3) Driving in the reverse direction on a Special Stage or reversing to a stage Stop Line.
- (4) Smoking on a Special Stage.
- (5) Failure to wear properly fastened seat belts and crash helmets on a Special Stage.
- (6) Contravention of ASR 13.
- (7) Causing an obstruction on an access road to a Special Stage or on a Special Stage.
- (8) Accumulated lateness (in excess of Target Time), between any two adjacent Main Controls in excess of the permitted maximum.
- (9) Contravention of ASR 16.

C. To be classified as a finisher a car with its crew must complete the course without incurring the penalty of exclusion.

## 20. RESULTS

Provisional results will be published at the Finish as soon as possible after the event. Protests must be made in accordance with SSR P47(a). Printed results sheets will be available to all competitors at the Finish of the event.

## 21. INSURANCE

The entrant is required to supply the name and address of his insurers on the entry form. As many insurance policies no longer give cover for competition, Messrs C. T. Bowring (London) Ltd., subject to an acceptable proposal, will give third party and passenger liability cover for the event. Entrants not already enrolled in the scheme and wishing to avail themselves of this offer must apply with their entry form for a proposal form and should note that this must be returned fully completed to the Secretary of the Meeting not less than 21 days before the event.

All correspondence regarding this cover must be undertaken with the Club, as the Brokers cannot deal with individual applicants either by letter or telephone.

22. OFFICIALS - See Appendix.

23. AMENDMENT TO ASRs - See Appendix.

24. ACCOMMODATION - See Appendix.

CASTROL '78 RALLY

OMISSION FROM APPENDIX TO REGULATIONS

ITEM 7 ROUTE

Map Nos. 124, 135 & 136,  
1:50,000 Series will be required.