



THREE CASTLES TRIAL  
4-7 JUNE 2019

SUPPLEMENTARY REGULATIONS 2019

# THREE CASTLES TRIAL

TUESDAY 4TH - FRIDAY 7TH JUNE 2019

## 2019 SUPPLEMENTARY REGULATIONS (Draft subject to MSA Approval)

**1. ANNOUNCEMENT.** The 16th Three Castles Trial will be held on 4th - 7th June 2019, open only to members of and promoted by The Three Castles Motor Club Ltd., under a permit issued by the Royal Automobile Club Motor Sports Association Limited (the MSA). It will be a Historic Road Rally using the regulations and penalty systems defined in these Supplementary Regulations. The permit and any other permissions will be displayed on the Official Notice Board at Signing On. The event will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations, Official Bulletins and any other instructions the Organisers may issue.

**2. PROVISIONAL PROGRAMME:** This is shown on the Event Brochure.

### 3. OFFICIALS:

**CLUB STEWARD:**

Fred Bent

**EVENT DIRECTOR:**

Ian Crammond

**ROUTE PLANNER & CLERK OF THE COURSE:**

Barry Green

**DEPUTY CLERK OF THE COURSE:**

Robbie Jones

**REGULARITY PLANNER:**

Matthew Vokes

**SECRETARY OF THE MEETING:**

Kerry Bate

**CHIEF MARSHAL:**

Ifor Davies

**CHIEF TIMEKEEPER:**

Lee Vincent

**CHIEF SCRUTINEER:**

Peter Elliott

**CHIEF SAFETY OFFICER:**

Rick Bate

**COMPETITOR LIAISON OFFICERS:**

Graham Raeburn, Dan Harrison

**EQUIPMENT OFFICER:**

Bruce Perry

**FINANCE:**

Sara Keel

**MECHANICAL SUPPORT:**

Brit Assist

*The names of other officials will be published later. All officials named in these Regulations and any future Bulletins are deemed Judges of Fact. A list will be posted on the Official Notice Board. Course Car crews and marshals are deemed Judges of Fact in respect of their official duties.*

## 4. ELIGIBILITY:

**4.1 Crew.** The event is open to members of Three Castles Motor Club only. Membership is included in your entry fee and Club Membership cards will be issued to each crew member at Documentation. (An MSA competition licence is **NOT** required for this event). Drivers must hold a full valid Road Traffic Act driving licence for a car. Navigators must have attained the age of 12 years (in an open car, 14 years).

Club Membership cards and lanyards will be issued to each crew at Documentation; these identify you as a competitor and must be worn to all official functions and included event meals. ***To avoid embarrassment competitors are asked to note that food at halts can be provided only for competitors and officials so identified. No pass, no lunch.***

**4.2 Eligible Cars:** The event is open to all historic road rally cars made before 31st December 1985: cars must be taxed and where applicable (by the time of the event this will be for cars made after 1978) a current MOT must be produced. All cars must comply with the relevant MSA Vehicle Regulations to be published in the 2019 edition of the MSA Competitors' Yearbook (note: standard cars will normally comply). Copies of the current regulations are available on the MSA website. In respect of cars in the Classic Trial attention is especially drawn to MSA rules R19.7 – 19.7.5 inclusive. **Tyres must be e-marked, legal for use on the public highway, and may not have an aspect ratio of less than 65%.** Wheels must not differ by more than 1" width or 10% diameter from the original fitted as standard. Rim width must not exceed 6 inches. Wheel diameter must not be less than 15" unless a smaller diameter was fitted as original equipment. Tyre section must not differ from the original by more than 1"/25.4mm. Entry is subject to the organisers' acceptance of the car entered. Bodywork features such as wheel arch extensions will not normally be acceptable unless original to the vehicle. All cars must be scrutineered and all crew members must sign on before starting.

**4.2.1 Category A Heritage:** Cars must be of a make and model first introduced before 1st January 1955. Entries in this section are limited to thirty cars and preference in any selection will be given to pre-war cars, those of historic interest and those in concours condition. In exceptional circumstances the organisers may consider admitting an appropriate later vehicle.

**4.2.2 Category B-D Classic:** Cars must be of a make and model first introduced after 31st December 1951 and not after 31st December 1985, and must appear "in period".

**4.3 Equipment:** It is strongly recommended that each crew carries a warning triangle, a tow-rope, a fire extinguisher and a first aid kit. Each crew **must carry an MSA approved fluid spill kit**; this comprises absorbent pads **capable of absorbing 1.25 litres of fluid**, protective gloves and a plastic bin liner for disposal. Each crew must carry in the car a full-length groundsheet to place under the car when it is parked on Llandudno Promenade. Spill kits and groundsheets will be available for purchase prior to scrutineering.

## 5. PROGRAMME:

**5.1 Noise and Scrutineering** will take place on Llandudno Promenade on Tuesday 4th June - OPENS 08:00 - CLOSSES 17.15. Exceptionally, late arriving cars may be scrutineered by prior arrangement only from 07:30 on Wednesday 5th June. Individual scrutineering times will be issued. Trailers can be parked in a designated area nearby: details in Final Instructions. Please follow marshals' instructions at all times.

**5.2 Documentation** will take place in the Imperial Hotel – on Tuesday 4th June OPENS 08:15 HRS - CLOSSES 17:30 and by prior arrangement only from 07:00 on Wednesday 5th June. Any competitor not scrutineered and signed on by 08:00 hrs on 5th June may be refused a start.

**5.3 General Crew Briefing** will be at 20:00 on 4th June at the welcome dinner in Llandudno.

**5.4 Start and Finish:** The event will start from and finish on Llandudno Promenade.

**6. FORMAT:** Total event mileage will be approximately 500 miles on metalled roads. Some of the most scenic Welsh minor roads are bumpy, and low-slung cars should be driven with care. Short loose surface sections may sometimes be used to give access to test venues. Almost all route instructions will be in the form of a fully detailed, easy to use 'Tulip' road book showing junction diagrams and distances or expressed in the Jogularity format, and supplemented by arrows or other instructions where necessary.

The Event will use the Scheduled Time method. Liege timers will be used. All crews are advised to carry their own accurate timepiece and will be given an opportunity to set this to BBC time, as used on the event.

All the Organisers' times and distances will be deemed to be correct having been established in accordance with R 6.2.4 and using an accurately calibrated mileage recorder. Official distances will be in miles; equivalent kilometres will be shown. Prior to the event, competitors will be given the opportunity to calibrate their own trip meter or odometer over a measured distance. Competitors will start at one-minute intervals, unless otherwise instructed by an official.

The time schedule for main road sections of the route will be based on an average speed of no more than 30 mph. On secondary roads, the average speed set may be lower, according to the difficulty of the road and the class of the car. Where narrow roads must be used, especially on regularity sections, speeds will be reduced significantly. Passage or secret checks may be established without prior notice to ensure adherence to the correct route. The route will comprise three types of section, as follows:

**6.1 Driving Tests:** There will be up to 20 driving tests undertaken on private property. All will be Timed Tests.

**6.2 Regularity Sections:** There will be up to 12 Regularity Sections, which may be on the public highway and/or private land, and on which competitors are required to maintain varying average speeds, always of 30 mph or less. Timing points will be established on these sections to check adherence to the schedule set. Most will be at points clearly identified in the roadbook.

The Organisers' official distances will be measured using an accurately calibrated mileage recorder. Prior to the event, competitors will be given the

opportunity to calculate discrepancies with their own trip meter or odometer over a measured distance.

**6.3 Road Sections:** These sections will wherever possible be scenic in nature, will be timed to a low average speed and must be treated as non-competitive **AT ALL TIMES**.

Each day will include elements of all three but will emphasise one of the above types of section: Day One will emphasise Road Sections, Day Two will emphasise Regularity Sections, and Day Three will emphasise Driving Tests. This pays homage to the original structure of the very first Three Castles Trial, which ran in 2003.

**7. CLASSES:** The entry will be divided into 4 categories as follows:

**Category A - Heritage** may be entered in cars of a make and model first introduced before 1st January 1955

**If sufficient entries are received this class will be further divided as follows:**

**Class A1:** Cars of a make and model first introduced before 1st January 1940

**Class A2** Cars of a make and model first introduced after 31st December 1939 and before 1st January 1955

*Any subsequent division will be by engine capacity.*

**Categories B, C and D - Classic** May be entered in cars of a make and model first introduced after 31st December 1951.

**Category B – Classic Expert:** The navigator has finished twice in the top 5 overall on this or a rally of equal or higher status during the years 2014-2018.

**Category C – Classic Intermediate:** The navigator is not eligible for any other class.

**Category D – Classic Novice:** The navigator has not won an award on this or a rally of equal or higher status during the years 2014-2018.

**If sufficient entries are received categories B-D will be divided further, as follows:**

1. Cars of make and model first introduced between 1st January 1952 and 31st December 1959
2. Cars of a make and model first introduced between 1st January 1960 and 31st December 1967
3. Cars of a make and model first introduced between 1st January 1968 and 31st December 1974
4. Cars of a make and model first introduced between 1st January 1975 and 31st December 1981
5. Cars of a make and model first introduced between 1st January 1981 and 31st December 1985

Any subsequent division will be by engine capacity. A final list of classes will be published with Final Instructions and the organisers reserve the right to reclassify entries and/or publish amended classes in the interest of fair competition. Classes without a minimum of three entries will be amalgamated..

**Note:** If both crew members will drive, each is classified as a navigator when considering class allocation. The organisers reserve the right to reclassify or summarily penalise any crew judged to have made an incorrect declaration.

Entrants in Category A will start latest on all days. Entrants in Categories B-D will rotate start times each day. On Day One cars will start in age order. On Day Two Categories will run in the order B-C-D. On Day Three entrants will start in overall rally order, based on positions on Day Two. A list of start times will be provided on the Official Notice Board and will be published in Final Instructions.

## 8. PROHIBITED EQUIPMENT.

Fitting a basic auxiliary mechanical or electronic trip meter is recommended so as to be able accurately to follow the 'Tulip' Roadbook provided. Non-programmable hand-held calculators and digital stop watches are also permitted.

Devices that carry out more functions than simple distance measurement (e.g. that compute average speed) are **not** permitted. Electronic trip meters and any other electronic devices such as smart phones or watches, tablets, laptop computers, personal organisers, two-way radios, or GPS and similar systems, that can determine position and compute time/distance/speed, must **not** be used.

However, the use of a GPS receiver, such as the Brantz Satellite Seeker, which only sends location information to a conventional tripmeter that does not show speed or average speed, is permitted without penalty. Competitors are reminded that complex instruments, which compute time/distance/speed, may **not** be used or carried. **In addition no form of 'dash-cam' or other video recording device may be mounted or used. In-car filming during any part of a road rally is not permitted by the MSA.** (MSA BB R7.2.7. *Organisers may not sanction, encourage or facilitate the filming of events taking part on the public highway.*)

Single exception: mobile phones may be carried for emergency use only but otherwise must be switched off during the event. **Any competitor who refuses a reasonable request from a Judge of Fact to present for inspection equipment being used will be [reported to the Clerk of the Course and may be excluded.](#)**

No form of intercom between driver and navigator is permitted, including 'practice headsets', whether working or not.

The original manufacturer's handbrake must be fitted and working as standard. Hydraulic handbrakes are not permitted (MSA BB R19.7.6).

Vehicles must not use racing style numbers, nor carry advertising other than event sponsor decals (MSA BB R19.8).

**9. THIRD PARTY DAMAGE:** All competitors must complete a Damage Declaration Form (provided by the Organisers) on finishing each day, or on retiring, whichever applies. Any Competitor who fails to comply with this requirement within 72 hours of the rally finish will be reported to the MSA for further disciplinary action.

The same applies should a Competitor withhold or provide false information; such a Competitor will be excluded retrospectively from the results and forfeit any results gained.

Any Competitor who as a result of his/her driving on the event is prosecuted by the Police will be excluded retrospectively from the results and forfeit any awards gained. Competitors are reminded that by law any injury incident should be reported to the Police.

Competitors will be expected to contribute towards any cost or claims incurred with respect to property and will have to pay the excess on any insurance claim. It is a condition of signing the entry form and the MSA UK Signing-On forms at the start that Competitors accept this clause.

## 10. IDENTIFICATION:

Rally plates, fastenings and self-adhesive number stickers will be provided. These attach to the front and rear of the vehicle, and the front doors, respectively. Competitors will be issued with ID tags, which must be worn throughout the event to enable access to lunch halts, dinners and other official functions.

## 11. ENTRIES AND ACCOMMODATION:

Entry is by invitation, on application. The entry fee will be £2,145 for a car and two people until November 14th 2018, £2,445 until January 31st 2019, £2,645 until March 31st 2019 and £2,845 thereafter until entries close\*. Payment in Euros will be accepted net of all charges, at the prevailing £/€ exchange rate.

The entry list will be limited to 120 cars across both events. The entry fee includes; road books, timecards, rally plates, stickers, competition numbers, support from our expert mechanical breakdown crews, competitors' help service, lunch and coffee/tea halts on each rally day, sponsors' gifts, pre-event Welcome Dinner 4th June, mid-event evening dinner 5th June, prize-giving Gala Awards Dinner 7th June. Hotel B&B accommodation is not included but a rally rate has been negotiated with the Imperial Hotel, Rally HQ. Details of how to access this will be shared with all entrants on acceptance of entry.

Crews are encouraged to join with others into teams of three cars. The same two or more cars may not be part of more than one team, but a crew may be a member of more than one team. On the Heritage Trial, cars must be of the same Marque. Team entries will be accepted at Documentation and at the Welcome Dinner until 22.00 on 4th June 2019. Fee per team of three cars £30. A team Entry Form will be provided at Documentation.

The entry list opens on publication, and closes on 30th April 2019. The Organisers reserve the right to accept later entries. Applications for entry must be on the official Entry Form and accompanied by the full Entry Fee, refundable if refused. The Organisers may at their discretion refund part of the entry fee to competitors who withdraw after their entry has been accepted. The following refund terms will normally apply:

- Withdrawal after acceptance of entry – full refund less £200
- Withdrawal within eight weeks of the start of the event - full refund less £350
- Withdrawal within four weeks of the start of the event - no refund.

Changes of car are permitted without charge if advised before the Class Entry List is published, normally two weeks prior to the event. After this, changes of car may be accepted at the Organisers' discretion but may incur an additional fee to cover costs, payable before starting the event, of up to £150.

The Organisers reserve the right to cancel the event if fewer than 70 entries are received by the closing date. If the event is cancelled beforehand for this or any other reason, at the organisers' discretion entry fees paid will normally be refunded in full. Exceptionally, a portion of entry fees paid may be retained to help cover costs incurred.

This is a three-day rally. A change of car during the event due to irretrievable mechanical breakdown may be permitted at the organisers' sole discretion. Following the "Trophy Rally" idea, in such a case and purely so as to be able to enjoy the rest of the event the entrant may then restart the following day. The replacement car will then run in a different class formed expressly for the purpose, known as class X, and will not be eligible for any competitive awards. It must comply fully with the event's vehicle regulations and must pass scrutineering before starting. Modern cars are not permitted.

**Please send full payment with entry to:**

**Entries Secretary**

**Three Castles Motor Club**

**185 London Road, Twickenham, TW1 1EJ**

**email – [info@three-castles.co.uk](mailto:info@three-castles.co.uk) tel – 020 8878 2003 (10:00-19:00)**

**BACS Payments To: Three Castles Motor Club**

Account Number: **70466867** Sort Code: **40-11-58**

(Please put driver's **full name** as reference on BACS payments).

Payment is also still accepted by cheque, which must be payable to:

**'THREE CASTLES MOTOR CLUB LIMITED'**

All entries must be made using the official Entry Form and must be accompanied by a BACS payment or a cheque for the correct fee. Incomplete entries including partial payments will not be accepted. Entry will only be confirmed after a correct BACS payment or cheque has been credited.

Confirmation of Entry will be sent by email within 5 days of receipt. If you do not receive this please email the Three Castles office. No responsibility can be taken for Entries not received.

Competitor details, insurance details, club membership and all payments must be completed in full on the Entry Form to ensure the smooth running of the event. Failure to do this will result in the entry being refused.

**12. MAPS:** Although the entire route will be provided in road books, it is recommended that all crews also carry Ordnance Survey 1:50,000 Landranger maps or a large scale atlas such as Philips Navigator. OS 1:50,000 maps 114, 115, 116, 117, 123, 124, 125 and 126 are expected to cover the route. Any refinement to this list of the maps will be notified to competitors in a later Bulletin.

**13. FUEL AND ASSISTANCE:** Filling stations will be marked in the road book. Please note that in the more remote parts of Wales the availability of high octane petrol is scarce. Some fuel stations may sell additives to enable cars to use 95 RON unleaded fuel. Fuel stations may be infrequent. You are advised to start each day with a full tank and fuel stations near the start will be advised in Final Instructions.

**Pre-arranged servicing of any kind is prohibited, and outside the spirit of the event.** Any crew observed servicing by a Judge of Fact will be reported to the Clerk of the Course and may be summarily excluded.

Assistance will be available from our own Brit Assist technical support teams, who will follow the route. They aim to provide an excellent technical support service but the onus is on competitors to extricate themselves from difficulty. The support teams may not keep to schedule or visit all parts of the route, depending on the calls on their services, but will be at or near every halt as space permits to offer support.

Additional assistance will be available each evening from the Brit Assist crews, working at North Wales Volkswagen in Llandudno Junction, whose fully equipped workshops will be opened specially for this.

**14. CONTROLS:** Controls must be visited in the order specified on the Time Card and any visited out of sequence will be deemed not to have been visited. They may be located at the roadside or inside a venue such as a hotel. All controls other than Passage Checks, Route Checks and Secret Checks are deemed time controls. Each control will be deemed to have closed thirty-one minutes after the Scheduled Time of the last car, plus any accumulated delay allowance

**There will be the following types of control:**

**14.1. Main & Major Controls (MC):** These will be at the start, finish and after any rest halt during the event, often inside a building - a control board will be at the correct entrance. Main Controls will be at the Start (MC Out Control Leg One) and Finish (MC In Control Leg Three) of the event only. All other MCs will be Major Controls. A red Control board will mark each MC.

At MCs there will be no lateness penalty up to a permitted tolerance ('Maximum Permitted Lateness'). This will be 30 minutes and 59 seconds at all MC In controls and 15 minutes and 59 seconds at all MC Out controls. Lateness at MCs should be made up at the next MC to return to schedule, subject to the "Three-quarters Rule". This in effect states that where the distance between successive MC exceeds four miles a competitor taking less than 75% of the time allowed will be penalised (e.g. if 24 minutes are allowed for the section, you may take no less than 18 minutes). Competitors may **not** report at an MC before their Scheduled Time without penalty save that at each evening's MC In Control competitors may report early without penalty provided that they do not break the "Three-quarters Rule". If they do, penalties apply. See Section 20.

**14.2 Time Controls (TC):** These controls, if used, will be at the roadside. The start of each TC area will be defined by a Control Ahead (yellow) board and the TC itself marked by a Control (red) board. All TC penalties, other than the three-quarter rule, will be as per MC In Controls (other than the Finish MC In). The "three quarter rule" will only apply to time lost which has been made up i.e. crews may not report before their Scheduled Time at a TC without penalty.

**Notes:** **1.** *Your own Scheduled Time at each control is the Standard Time ("Car 0" time) shown on the Timecard plus your Start Number for that day, (the running order will change each day and you need to check the notice board each evening), expressed in minutes. Hence at the Start (MC1) assuming the Standard Time is 08:00, the Scheduled Time for the car with Start Number 27 is 08:00 + 27 which in minutes = 08:27.* **2.** *You may book in before your Scheduled Time at the last MC at the end of each day, and only that one, BUT must not break the "Three-quarters Rule. At all other TC or MC you must NOT book in before your Scheduled Time.* **3.** *If late at the previous TC or MC, you may make up time at the next one, i.e. reduce your lateness, but you must NOT break the "Three-quarters Rule" if the section is four miles or more in length. The timecard provided can be used to make this calculation.*

**14.3 Passage Controls (PC).** PCs will be marked with Passage Control Boards, will be manned and will be on the route at locations noted in the roadbook They are used to provide proof of adherence to the correct route. There is no timing at a PC. The marshal will sign or stamp the competitor's time card. In the unlikely event of it being unmanned a PC may be replaced by a Route Check (see 14.4 RC).

**14.4 Route Checks (RC).** If used RCs will be marked by Code Boards, will be unmanned and will be located along the route to provide proof of adherence to the correct route. There is no timing at a RC. On passing a RC competitors must record on their timecard in the space provided the numbers and/or letters displayed and must ensure that a marshal signs against it at the next manned control.

**14.5 Secret Checks (SC).** SCs may be set up at undisclosed points to check competitors' driving behaviour and adherence to route instructions.

**14.6 Test and Regularity Start Controls (TSC and RSC).** There will be no arrival time controls prior to a TSC or RSC. Competitors may report to these points, and start the Test or Regularity Section, at any time during the period they are open. (Also see Art 18: Delay Allowance for procedure if you encounter a queue on arrival.)

**14.7 Test Passage Checks, Test Finish Controls and Regularity Timing Points (TPC, TFC and RTP).** TPCs TFCs and RTPs will be marked by a red STOP board. The competitor should stop astride the white line marked at these points. A marshal will sign the competitor's timecard and record on it the time of stopping. The competitor should then proceed. On no account must the competitor reverse if the line is overshoot – remain stationary and the marshal will come to you

**14.8 Time Control Penalties.** Competitors who fail to visit the Start MC (Day One) or Finish MC (Day Three) controls of the event within Maximum Permitted Lateness will be deemed to have Retired and will not be classified in the Results. Visiting any TC or other MC whilst it is open outside your Maximum Permitted Lateness will result in a penalty of 10 minutes. Competitors booking in at an MC or TC before their Scheduled Time will be penalised 2 minutes per minute. Note that earliness penalties are **cumulative**, i.e. if you are one minute early at one MC or TC and the same amount early at the next, you are penalised for early arrival each time. The onus is on the competitor (a) to ensure that the marshal has correctly recorded the time and signed the time card; (b) to record correctly the required information at an unmanned route check and to write this immediately in the correct space; and (c) to hand in time cards at the correct place and time. Failure to do any of the above will result in penalties being applied for missed controls. For penalties please see Section 20.

**15. TIMING SYSTEM:** The event will be run to Scheduled Time. Timing at MC and TC Controls will be by marshals' clocks, read to the previous full minute (i.e. 14:23 and 55 seconds will be read as 14:23). The time recorded at these controls will be that at which the competitor presents his Time Card to the marshal. The competitor may check the clock before doing so.

**15.1 Time Card.** Each competitor will be provided with a Time Card showing the Standard Time at each MC or TC for a hypothetical car 0 together with the intermediate time allowance for each section. It will also show the theoretical Standard Time for Car 0 at other locations, to enable the competitor to keep check of his progress. Scheduled Time for each competitor will be the Standard Time shown on the Time Card for Car 0, plus starting number that day in minutes.

**15.2 Lateness.** Competitors late at one MC or TC may reduce lateness at the following one provided that in doing so they do not take less than three-quarters of the intermediate time allowed. Competitors missing one or more Controls of any kind may reduce all their lateness and book in without further penalty at their Scheduled Time at the next MC or TC visited, or they may carry forward all or part of their lateness. A written record will be made on the competitor's time card and the marshal's check sheet.

**16. REGULARITY SECTIONS (RS):** There will be a number of RS, over which competitors are required to maintain an average speed of 30 mph or less. An RS may have multiple RTPs (Regularity Timing Points), and may finish at any point within the overall section indicated. Competitors must be ready to start each RS immediately on arrival at the Start. They will be allocated a start time on the next practicable full minute (e.g. 15:25:00). If not ready, they may be deemed to have started at the correct time. RTPs will be established only at landmarks indicated in the Road Book to which the exact mileage from the preceding landmark and at which the ideal time from the start of the RS will be given (the "Jogularity" system). Organisers' mileages will be deemed correct. An RTP will have no advance board, but will be indicated by a red STOP board, adjacent to a chalk or flour line drawn across the road. A competitor will be timed as he stops astride this line or immediately behind any car(s) already on it. The marshal will enter this time onto the competitor's time card. *MSA Blue Book Regulation R 9.2.1 is amended and the control area of an RTP is considered to extend to 3 meters around the actual point at which the marshals are making their record.*

There will normally be more than one RTP on each RS; at an RTP, competitors' due time will be based on their time at the immediately preceding control, whether this was the Regularity Start Control or a previous RTP - i.e. being early or late must be carried forward. A competitor who overshoots the RTP stop line will be penalised and must remain where he stops; he must not reverse back to the line. A competitor may not slow down unduly (e.g. to below walking pace) or stop within sight of an RTP; if he does, he will receive an additional penalty of 60 marks. The car will be timed at the timing line as normal. Any car that is caught by another must let it overtake, where this does not contradict other instructions above.

**16.1 Joker.** A Joker will be automatically applied to the two highest lateness penalties incurred by a competitor at any RTP during the three days of the event. The highest penalty will be reduced to 5 seconds. The next highest will be reduced to 15 seconds. The jokers will only apply to lateness penalties. In the case of identical penalties, the earliest one will be reduced. If the organisers subsequently delete all penalties for that control an automatic second choice will be applied. If any penalty other than a lateness penalty is incurred (e.g. early penalty, wrong approach, missed control) the Joker will not be applied at that control.

**Please note:** *The purpose of the Joker system is to improve road safety and to help allay misfortune caused by a delay on the road, which may be outside the crew's control. It does not apply to early penalties.*

**16.2 Penalty Cap.** To further encourage safe driving, *lateness* penalties at any RTP are capped at 60 seconds. If any penalty other than a lateness penalty is incurred (e.g. early penalty, wrong approach, missed control) the Penalty Cap does not apply.

**17. DRIVING TESTS:** There will be a number of Driving Tests ('Tests'). Please arrive at Test Starts (TS) as early as possible, while driving safely, as this will assist in the running of the event. Timing on Tests may be by means of separate Start and Finish clocks or by a single stopwatch. All crew members, tools, equipment, etc., must be carried in their normal places during each Test, except where otherwise specified. Once inside the control area competitors should be ready to start the test or section IMMEDIATELY; they may be instructed to start the test, and timed accordingly, even if they are not ready to move off. They may not walk forward beyond the Start line of a Test prior to attempting it. A competitor who overshoots the Test Finish (TF) stop line will be penalised and must remain where he/she stops; he/she must not reverse the car back to the line (the navigator may walk back to the TF). There will be one type of test, as follows:

### **17.1 Timed Tests**

A Minimum Time for each Test will be published, based on an average speed not exceeding 30 mph. A Maximum Time will also be published.

A competitor's time for each Test will be calculated as follows:

(i) Taking less than the Minimum Time: *Minimum Time*

**Or**

(ii) Taking the Minimum Time or longer: *Time Taken*

**And**

(iii) Time added for each occasion any of the following committed:

- Striking a cone or other marker
- Failing to cross or stop astride a line correctly, having attempted to do so

*Per occasion: 10 seconds*

**And**

(iv) Time added for each occasion any of the following committed:

- Making a jump start

*Per occasion: 20 seconds*

(v) Failing to stop at or obtain a signature at a Test Passage Control:

*Per occasion: 30 seconds*

### 17.1.1

The sum of these times added together is the competitor's Scratch Time for that Test.

The following penalties, which override any of the above, are absolute

- |  |                   |
|--|-------------------|
| • Wrong Route, including wrong side of a cone, ignoring stop line etc. | Test Maximum Time |
| • Not attempting a Test  | Test Maximum Time |
| • Reversing after overshooting stop line at the finish of a test       | Test Maximum Time |
| • Maximum penalty on any Timed Test attempted unless Disqualified.     | Test Maximum Time |

Competitors must at all times drive in the direction specified in the test instructions, *with the following permitted exception:*

**Special note:** If a car passes or begins to pass to the wrong side of a cone or course marker and stops immediately then it is permitted to reverse the few yards needed (up to two car lengths) before passing the cone on the correct side. No test error will be recorded - the competitor has simply lost time

**IMPORTANT: Driving well past a manoeuvre and then reversing or turning to drive back to attempt it correctly is dangerous, strictly prohibited and pointless. A wrong route (Test Maximum Time) will be recorded. The competitor may also be reported to the Clerk of the Course for dangerous driving and may incur a penalty of Exclusion. See 20(y) below.**

## 18. DELAY ALLOWANCE:

If there is a delay of more than three minutes at a TSC (Test Start Control) or RSC (Regularity Start Control), competitors may claim a Delay Allowance by asking the marshal to record their Arrival Time on their Time Card. The onus is on the competitor to request this. The Arrival Time recorded will be that at which the Time Card is presented to the marshal: no allowance will be made for delays incurred prior to this. (Delay Allowance effectively restores the time originally allowed to complete the section to the next TC or MC, and should be claimed wherever applicable). **A Delay Allowance cannot be used to effect repairs. Once a Delay Allowance has been issued, cars must not be worked on and must remain in the queue and start in turn.**

## 19. ROAD SAFETY AND COURTESY:

Excessive speed on road sections is not permitted and penalties will apply for early arrival at controls - see section 20.

Competitors must drive with consideration for other road users. Road traffic signs and speed limits must be obeyed. Road safety instructions in the road book, in particular the requirement to stop at certain junctions, are compulsory. The penalty for failing to follow these instructions will be at the discretion of the Clerk of the Course to a maximum of Disqualified.

An oncoming vehicle may already have met several rally cars and the driver's patience may be wearing thin. A rally car usually loses less time by giving way to, or reversing for, other road users. At every blind bend or crest, be ready to meet an oncoming vehicle. **Do not** hold up other road-users, especially on regularity sections when your speed may be lower than theirs; let them overtake. **Do not** allow a procession of rally cars to build up behind you as this causes a queue (and therefore delays) at the next test or regularity start. Any car that is caught by another must let it overtake.

**IMPORTANT NOTE:** *All motor sport is potentially dangerous. The onus is on competitors to drive carefully and safely at all times. The Organisers accept no responsibility whatsoever for any accident or injury befalling competitors, and do not undertake to provide rescue or assistance of any kind. All competitors must sign the indemnity printed on the entry form.*



**20. PENALTIES.** Penalties will be expressed in terms of time, as follows:

<b>OFFENCE</b>		<b>Penalty</b>
20(a)	Not reporting with your vehicle at a Main Control within your Maximum Permitted Lateness:	Retired
20(b)	Not reporting at any Major Control or TC whilst open or outside your Maximum Permitted Lateness:	10 minutes
20(c)	Reporting at any MC or TC before your own Scheduled Time:	2 minutes/minute
20(d)	Not providing the required proof of passage at a PC, RC or SC:	5 minutes
20(e)	Not visiting a Control, Timing Point, Passage or Route Check of any kind in the order specified on the Time Card, not visiting an RSC or RTP; not providing the required proof of passage at a PC, RC or SC; wrong approach to or departure from a RSC, RTP, PC or RC; passing through such a Control more than once; turning round in such a Control; maximum penalty under e) at any one Control:	5 minutes
20(f)	Not visiting a Control, Timing Point, Passage or Route Check in the order specified on the Time Card, passing through a Control more than once; not complying with other requirements of the Road Book, Time Cards and other written instructions, or with a reasonable verbal instruction given by an official provided he or she gives due warning of liability to penalty:	5 minutes
20(g)	Taking less than three-quarters of the time allowed on a Road Section of greater than four miles between any two sequential MC:	30 minutes
20(h)	Per second early or late at a RTP:	1 second per second
20(i)	At a RTP, failing to cross or stop astride a line correctly, having attempted to do so.	10 seconds
20(j)	Stopping or slowing unduly within sight of a RTP or reversing after failing to stop astride at a RTP stop line, maximum lateness penalty at any RTP:	60 seconds
20(k)	On any test, wrong route, or not attempting the test:	Test Maximum Time
20(l)	On any test, reversing after failing to stop astride the finish line:	Test Maximum Time
20(m)	On a Timed Test, per second taken before penalties other than Test Maximum are applied:	1 second per second
20(n)	On any Test, striking a cone or marker, mounting a kerb or putting a wheel on the grass (per offence, time added before calculation of Competitor's Time Taken).	10 seconds

<b>OFFENCE</b>		<b>Penalty</b>
20(o)	On any Test, going the wrong side of a cone or marker, failing to cross or stop astride a line having attempted to do so, crossing a baulk line (per offence, time added before calculation of Competitor's Time Taken)	20 seconds
20(p)	On any Test, failing to stop at or obtain a signature at a Test Passage Control: per offence, time added to Competitor's Time Taken:	30 seconds
20(q)	Any of: Avoidably baulking another competitor in the opinion of a Judge of Fact. Removing or obscuring competition numbers during the event. Breach of statutory requirement concerning driving of a motor vehicle. Breach of the Construction and Use, or Lighting of Vehicles Regulations; excessive vehicle noise, damaged or ineffective silencing system, in the opinion of a Judge of Fact; per offence.	30 minutes
20(r)	Driving in an unsafe manner or without due consideration for other road users, excessive speed, driving likely to bring motor sport into disrepute, in the opinion of a Judge of Fact. Adverse report by a Driving Standards Officer. At the Clerk of the Course's discretion up to:	Disqualified
20(s)	Not re-closing a closed or part-closed gate when instructed in the roadbook to do so:	2mins 30 secs
20(t)	Failure to hand in completed damage declaration form within 72 hours of the finish	Fine up to £100
20(u)	Working on a car whilst under delay allowance: first offence	2mins 30 secs
20(v)	Receiving assistance in breach of Regulation 13	Disqualified
20(w)	Use of mobile phone, radio or other device as specified in Article 8 to obtain a competitive advantage, or refusing to accede to a reasonable request from a Judge of Fact to inspect same. (Calling for assistance in the case of a vehicle breakdown is penalty free). at the Clerk of the Course's discretion up to:	Disqualified
20(x)	Second similar offence for 20(q) or 20(u) above at the Clerk of the Course's discretion up to:	Disqualified
20(y)	Driving against the direction of a test other than as expressly permitted in Section 17.1.1 – Additional penalty at the Clerk of the Course's discretion up to:	Disqualified
20(z)	Parking on Llandudno Promenade without a full groundsheet: at the Clerk of the Course's discretion up to: <b>NOTE: Second and subsequent offences + 5 minutes.</b>	<b>First offence:</b> +2mins 30 secs

The Test Minimum Time (bogey) and Maximum Time plus any additional penalties for a specific test will be defined on each Test diagram in the Roadbook.

**21. FINISHERS' QUALIFICATION:** To qualify as finishers, a competing crew with their vehicle must visit the Start MC and the Finish MC, must complete, sign and submit a Damage Declaration Form each day and must neither incur a penalty of Disqualification nor be deemed Retired.

## **22. RESULTS, QUERIES, AND PROTESTS:**

**22.1 Results.** An Official Notice Board will be established at Rally HQ (Imperial Hotel). Interim results for Days 1 and 2 will be posted on the Official Notice Board as soon as possible after the end of each leg. In addition results will be posted to the internet and individual printed results will be issued each morning. Any queries (see 22.3) must be made as soon as possible but in any case not later than:

- Queries relating to Day 1 - by the time the lunch halt MC of Day 2 closes
- Queries relating to Day 2 - by the time the lunch halt MC of Day 3 closes
- Queries relating to Day 3 - by 19:00 on Day 3, before the Awards Dinner

The overall results will be declared Provisional before or during the Awards Dinner.

**22.2 Ties.** Will be decided by the 'Furthest Cleanest' method using 1) Use of Joker 2) Regularity penalties and 3) Test penalties

**22.3 Queries.** A query system will operate to help resolve minor errors of fact and other competitor concerns. Queries must be made in writing on a form provided by and given to a Competitor Liaison Officer (CLO) and not to any other official. Replies will be posted on the Official Notice Board as soon as possible and should then be removed by the recipient as evidence of receipt. Making a query does not invalidate your right to protest subsequently.

**22.4 Protests.** Any Protest in respect of the Provisional results must be made in writing within 30 minutes of their being declared. The written Protest must be handed to the Secretary of the Meeting or a Competitor Liaison Officer and not to any other official. If no Protest is received then the results will be declared Final by the Clerk of the Course. A Protest must be accompanied by a fee payable to the Motor Sports Association of £56.00, which will be returned if the Protest is upheld. Any Appeal to the Stewards must be accompanied by a fee payable to the Motor Sports Association of £115.00, which will be returned if the Appeal is upheld. (2018 figures subject to change in the 2019 Blue Book). Results will become final 30 minutes after being declared Provisional after the finish. Once declared Final they will be published in full on the web and a copy will be emailed to the nominated crew member within 7 days of the event. A link will be available on the Three Castles website within 24 hrs of the finish.

Assessment of performance will be on time penalties incurred. Ties will be resolved by determining the 'furthest cleanest' on time. If still unresolved, age of car and finally engine capacity will be taken into account.

**23. COMPETITORS UNDER THE AGE OF 18:** Any Competitor under the age of 18 must: a) Have their entry form countersigned by a parent or guardian. b) Have a Parent or Guardian complete the Parental Consent Form attached with these SRs AND c) Have one of their parents at "signing

on" to countersign the signing-on sheet, or alternatively have someone with them who is authorised in writing by their parent or guardian to sign on their behalf. PLEASE NOTE. If there is no Parental or Guardian consent in accordance with the above, then those under 18 years of age cannot be permitted to take part in the event. If you require a Parental Consent Form, please contact the office via email on info@three-castles.co.uk

## 24. AWARDS - THREE CASTLES TRIAL: CATEGORY A - HERITAGE

### 24.1 Overall Awards

**First overall:** The Three Castles Trophy and Two Awards

**Second overall:** Two Awards

### 24.2 Special Awards *No crew winning an Overall Award can win a Special Award.*

**The Steering Wheel Trophy:** to the first named driver of the car which records the lowest total time penalties on scratch for the tests, calculated after any additional time incurred has been applied and excluding the driver of any car receiving any absolute test penalty (see Article 19.1)

**The Nigel Raeburn Trophy:** to the navigator of the car losing the least marks on Regularity Sections

**The Grande Luxe Award:** to the crew showing the most style in their approach to the event

## 25. AWARDS - THREE CASTLES TRIAL: CATEGORY B-D - CLASSIC

### 25.1 Overall Awards

**First overall:** The Three Castles Trophy and Two Awards

**Second overall:** Two Awards

### 25.2 Category Awards

**Best Expert Crew:** Two Awards

**Best Intermediate Crew:** Two Awards

**Best Novice Crew:** Two Awards

*No crew winning an Overall Award may receive a Category award. For example, if in a particular category there is an Overall Award winner then the next placed crew is awarded first in Category.*

### 25.3 Class Awards.

**1 - 4 cars in class:** First in class

**5 - 7 cars in class:** First and second in class

**8 or more cars in class:** First, second and third in class

*No crew winning an Overall or Category award may receive a Class award. For example, if in a particular class there is an overall and/or category winner then the next placed crew is awarded first in class.*

### 25.4 Special Awards.

**The Steering Wheel Trophy:** to the first named driver of the car which records the lowest total time penalties on scratch for the tests, calculated after any additional time incurred has been applied and excluding the driver of any car receiving any absolute test penalty (see Article 19.1)

**The Nigel Raeburn Trophy:** to the navigator of the car recording the fewest penalty marks on Regularity Sections

**The Team Award:** to the best placed team of three cars, one award per crew member

## 26. AWARDS - OVERALL

### 26.1 The Imperial Concours D'Elegance

Concours d'Elegance will be a separate event kindly sponsored by the Imperial Hotel (see entry form). Entrants' cars will be judged on the Promenade on Tuesday 4th June from 09:30 – 11:30 for originality, level and appropriateness of equipment, crew apparel, attention to period detail, and stylishness. Awards will be presented at the judges' discretion and they will be looking amongst other things for period crew dress, perfection, uniqueness, character, originality, patina, style and presentation.

Cars entered in the Heritage Category will gain automatic entry but may decline to participate if they wish. Cars entered in the Classic Category may apply to participate via the Entry Form.

### 26.2 Finishers' Awards

Will be awarded at the Finish Control to all crews that have not retired or otherwise received a penalty of Exclusion.

### 26.3 Other Awards

- **The Hal Danby Trophy:** to the person or crew judged best to exemplify the Spirit of the Rally by reason of endeavour or sportsmanship.
- **The Related Crew Award:** to the best performance by a related crew
- **The Well-Travelled Award:** for the highest placed non-GB or EU crew

## 27. INSURANCE:

By UK law every car that starts the Three Castles Trial must carry, at minimum, third party insurance cover for the road sections of the event. To help those competitors who do not wish to or cannot extend their normal insurance cover to comply with this requirement, Three Castles Motor Club has applied to Jelf Insurance Partnership for a Blanket Cover Note under its Road Section Insurance 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 basic rate per driver for the event before any loadings will be advised in Final Instructions but is typically £30-35. All applicants wishing to use the scheme must be able to comply with all points of this Jelf Motorsport Declaration:

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 20 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 licence or club membership as well as a UK / EU driving licence and if my licence is Provisional I will be supervised by an adult over 25
- I have no physical or mental disabilities
- My vehicle is MOTd, Taxed and Insured for the road

- I have no other material facts to disclose
- Anyone aged less than 20 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 a Declaration form (the form can be obtained by contacting the Three Castles office or Jelf Motorsport) which should be forwarded either to the organisers or direct to Jelf Motorsport prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership, Partnership House  
Priory Park East Kingston Upon Hull HU4 7DY  
Tel +44 (0) 1482 213215 Fax +44 (0) 1482 213216  
Email info@jelfmotorsport.com

Those eligible wishing to take this service may elect to do so and pay at Documentation.

If a Competitor arranges his or her own Third Party Cover, he or she will be required to supply the policy number and the name and address of his or her insurers on the entry form, and should ensure that the cover does not exclude his or her competing on a rally

## 28. PARKING:

Trailer Parking will be provided in Llandudno. The cost will be £25 plus VAT for the nights of June 3rd - June 7th inclusive. If taking advantage of this service you will be invoiced before the event - we pay the landowner. Please note: trailers must NOT be parked on The Parade, where they obstruct the passage of traffic and detract from the reputation of the event. The Victoria Centre Car Park is not suitable for trailers. Cars should be unloaded at the trailer park on arrival and driven to the car park.

Secure Overnight Parking will be available at the Victoria Centre Car Park on the nights of June 3rd - June 7th inclusive. The car park will be shut at 20:00 each evening and will open again one hour before the first car is due out in the morning and at 08:00 on Saturday morning. No vehicle access or exit between these times. An emergency number will be provided for use if pedestrian access is needed while the car park is closed. A charge of £25 per car plus VAT will be made for five nights' parking, and invoiced before the event. Tow cars may be parked also, at the same price. Alternatively, competitors often use hotel car parks, or overnight street parking. ***Please tick relevant box(es) on your entry form if wishing to use either service.***

## 29. MISCELLANEOUS:

**Final Instructions:** Final instructions will be sent by email in the week prior to the event, to the navigator unless requested otherwise at the time of entry. **Please ensure you provide at least 1 email address on your entry form.**

**Competitor Photography:** Speed Sport Photography has been invited to attend the event and will supply proofs afterwards.

**Data Protection:** Entrants and competitors are advised that information supplied on the entry form will be held on a secure computer and used solely for the Organisers' administrative purposes in connection with this and any other events we may organise. It will not be transferred to or shared with any other party without your express permission.



THREE CASTLES TRIAL  
4-7 JUNE 2019



EVENT PARTNERS



MOSTYN ESTATES LIMITED



Three Castles Classic Rallies, 185 London Road, Twickenham. TW1 1EJ

Telephone: +44 (0)20 8878 2003 E-mail: [info@three-castles.co.uk](mailto:info@three-castles.co.uk) Website: [www.three-castles.co.uk](http://www.three-castles.co.uk)