



Telford Auto Club Moonbeam Rally 2025 Supplementary Regulations

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Run By Competitors For Competitors

Welcome

Telford Auto Club would like to welcome you to the 2025 Moonbeam Rally, sponsored by Cartwrights Waste Disposal Ltd and CRM-Tech Motorsport this year.

The organisers have created a route that follows the tradition of Telford's Moonbeam Rally. The rally will be short, sharp, and challenging, approximately 100 miles long, including a scheduled petrol halt around halfway.

Darren Ikin

Clerk of Course

Announcement

Telford Auto Club Ltd will organise an interclub road rally on the 15th/16th February 2025. The rally will start and finish in the Shrewsbury area.

Acknowledgements

The Organisers would like to thank the following:

- Cartwrights Waste Disposal Services Ltd
- CRM-Tech Motorsport
- Start/finish venue
- Halfway halt
- Maurice Leach – RLO West Mercia
- West Mercia Police
- The Residents en route
- Motorsport UK

Championships

The event will form part of the following championships:

- ANWCC Road Rally Championship
- WBCC Road Rally Championship

Route

The event will start and finish in the Shrewsbury area, and the exact locations are provided in the Final Instructions.

The event will cover approximately 100 miles on metaled and unmetaled roads, a petrol halt location will be given in the route information.

OS Map numbers 126 & 137 (1:50,000), the latest edition, will be required.

The route will be defined using 6-digit map reference numbers.

Jurisdiction

This event will be governed by the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue for the event.

Authorisation

Motorsport UK Permit No(s): TBC.

Route Authorisation No: 29104FE15/16

The authorisation permit for this event will be displayed on the official noticeboard at the start venue.

Eligibility

The event is open to any competitor with an RS interclub license who is a member of a car club which is affiliated with the following associations:

- ANWCC
- WAMC
- AWMMC

All drivers must declare that their vehicle is taxed and insured for the road and has a current MoT certificate.

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified within the 2025 Motorsport UK National Competition Rules.

Your tyres must comply with the MSUK National Competition Rules and carry a valid E mark.

It is compulsory that all competitors respect the regulations for the Control of Drugs and Alcohol as contained in the General Regulations NCR Ch.2, 2 Control of drugs and alcohol.

Entries

Entries open on publication of these regulations on Monday, 2nd December 2024, and will close for seeding on Saturday, 9th February 2025, at 2100hrs. Please enter via the web link on the Telford Auto Club website.

The maximum number of entries is 75, and the minimum number is 40. Should the minimum number not be reached by Saturday 9th February 2025, the organisers have the right to either cancel or postpone the event. Entries will be allocated on a first-come, first-serve basis.

Entries must be paid in full within 7 days of submitting the entry; failure to do so will result in your entry being cancelled.

If a competitor wishes to cancel their entry, this must be done by contacting the entry secretary; refunds will be made at the organisers discretion. However, a £20 administration fee may be retained.

ALL COMPETITORS WILL NEED TO PROVIDE A MARSHALL FOR THE EVENT.

NO MARSHALL, NO START!

Fees

Interclub Event - £130

TAC membership (if not a member of an Auto Club) - £10

Entry fees will need to be paid by BAC's to Telford Auto Club by the competitors.

You will need to include the reference number provided to you within the confirmation email/text message using the following bank details:

Name: **Telford Auto Club Ltd**

Sort Code: **20-85-46**

Account: **20864633**

Classes

CLASS 1 - Interclub Experts

Either member of the crew has finished in the top 10 of a National B Restricted Road Rally or the top 3 of a Clubman Rally in the last five years.

CLASS 2 - Interclub Semi Experts

All crews are not eligible for the other classes.

CLASS 3 - Interclub Novices

Neither crew member has won an award on a National B Restricted Road Rally in the last 10 years.

Note:

- a) Competitors eligible for two or more classes must enter the higher class.
- b) Competitors who have not won an overall or class award since 1st July 2003 may, if they so wish, enter the next class down to which they would otherwise be eligible.
- c) Crews may be re-classified at the discretion of the organisers.
- d) Entries accepted without any seeding information will run at the rear of the class entered.
- e) No discussion will be entered into regarding seeding or penalty exclusion.

Officials

Role	Officials Name	Mobile Number
Clerk of the Course	Darren Ikin	07790 018766
Deputy Clerk of the Course	Jeff Davies	07803 754443
Entry Secretary	Chris Wilson	07398 517073
Secretary of the Event	Cassie Stocking	07964 333393
Stewards of the Event	Tim Harding / Anthony Stoneman	
Chief Scrutineer	Geoff Doe	
Environmental Scrutineer	Bryn Pound	
Chief Marshal	Andy Morgan	07854 075423

Chief Timekeeper	Steve Price	
Safeguarding Officer	Tim Harding	07702 440633
Results	Rally Roots	

Timing

The event will use scheduled timing. The timing will be done by using digital clocks on BBC Time.

Please note: **GMT will apply throughout the event.**

Competitors should set their clocks by the master timing clock at the start venue.

Driving Standards

Practising

From the date of entry submission, any crew judged by a named official and considered to be practicing and/or driving in a manner likely to bring motorsport into disrepute will be reported to the appropriate authorities, and entry to this event will be refused with no refund of entry fee.

Manned Controls

We are concerned that the driving standards of some competitors at manned controls may put marshals at risk. If the competing car has its headlight main beam and spotlights illuminated, this can increase the risk as it impairs the vision of the marshal.

Types of Section

The event will contain the following types of sections:

- STANDARD NCR Ch.13 App.4 Art.4: These sections are used to test navigation and can be timed to the previous whole minute or the previous whole second.
- NEUTRAL NCR Ch.13 App.4 Art.5: These sections take competitors through PR sensitive areas. They will be driven with as little noise as possible, without the use of auxiliary lamps, except in conditions of fog or falling snow. There are no lateness penalties, except towards OTL

Controls and Timing

At the start, examples of each type of board to be used will be on display in the signing-on room.

Controls must be visited in the order on the Time Card. Competitors may reduce lateness and are reminded of NCR Ch.13 App.5 Art 10.16

Should an entry on a Timecard not be legible or not appear to be authentic, it may be considered not to have been made. Organisers may refer to Marshals Check-sheets in case of doubt. Any alterations or amendments to Timecards will only be accepted if countersigned by the marshal at the time of amendment. It is the competitor's responsibility to ensure that their timecard is correctly marked. It is not the marshal's duty to neither interpret these regulations, Motorsport UK regulations, or any other written instruction given to the competitors nor explain the meaning thereof.

Main Time Control (MC)

Located throughout the event and their location is given. The marshal will record his/her signature, direction of approach and the time showing on the clock when the competitor's timecard is presented, in hours and minutes. To be classified as a finisher, you must visit these controls within your Maximum Lateness.

Standard Time Control (SF)

These timed controls are located at the end of a Standard Section and are given their location in advance. When the competitor's time card is presented, the marshal records his/her signature, direction of approach, and the time showing on the clock in hours, minutes, and sometimes seconds.

Neutral Time Control (NC)

These timed controls are located at the end of a Neutral Section and are given their location in advance. When the competitor's timecard is presented, the marshal will record his/her signature, the direction of approach, and the time showing on the clock in hours and minutes.

Passage Control (PC)

Un-timed manned control to prove adherence to the correct route. The competitor must stop and present the Timecard for the marshal who will enter his/her name and direction of approach. They may be replaced by a Route Check (RC) with no prior notice.

Route Checks (RC)

This unmanned PC will be identified by a CODE BOARD at the roadside, containing a number of letters and/or numbers, which must be noted by the competitor IN INK onto the Timecard and signed for by the marshal at the next manned control to prove adherence to the correct route.

Secret Checks (DSO)

Manned by a Driving Standards Observer, location will not be given.

All competitors must stop and hand over their DSO / Damage card to the observer. Secret

Checks will be established to ensure compliance with the Regulations, particularly the following under NCR Ch.13 App.4 Art.2.5. Give Ways. Competitors must stop at all junctions specified as "Give Way" junctions on the route cards. All four wheels must be seen to stop at these junctions, and all forward motion must cease before the Give Way line or entering any road.

Judges of Fact (see G10 in 2024 GR's, NCR rule will be in final instructions) and Driving Standards Observers (see NCR Ch.5 Part B App.6 Art.1-3 & NCR Ch.3 App.10 Art.3.1(n)) will be appointed to adjudicate on:

- Failure to stop at Stop or Give Way junctions.
- False starts from any Time Control.
- Compliance with Quiet Zones.
- Unauthorised servicing.
- Not complying with the route card.
- Violation of out-of-bounds areas.
- Driving in a manner is likely to bring motorsport into disrepute.

- Excessive sound.

All DSOs will also be appointed as Judges of Fact.

Judges of Fact and / or DSOs will be appointed to report on noise levels. Excessive noise will include the instantaneous occurrence of noise such as but not exclusively that produced by backfiring caused by anti-lag systems. The penalty for excessive noise may go as far as Disqualification.

Quiet Zone

The organisers may establish Quiet Zones along the route by notifying the route cards. Additionally, Quiet Boards followed by OK boards will be placed to aid crews. They will be driven with as little noise as possible, without auxiliary lamps, except in fog or falling snow conditions.

Black Spots

Certain areas may be classified as Black Spots. Competitors must not enter these areas for any reason, even upon retirement, as they are P.R. sensitive areas. The penalty for infringement is disqualification.

Penalties

Performance will be assessed by the 'fails' system.

Penalties will be assessed as per NCR Ch.13 App.7, but modified as follows:

1.	Not reporting or reporting OTL at a Main Control (MC)	Retired
2.	Not reporting or reporting OTL at any other Time Control	1 Fail
3.	Not complying with the Route Card, including visiting a Control more than once	1 Fail
4.	Not reporting at Passage Control (PC) or not providing proof of visiting a Route Check (RC), DSO, or Secret Check	1 Fail
5.	Arrival before the scheduled time at the end of a Standard Section	1 Fail per minute or part of (ignoring seconds carried forward on sections timed to the minute)
6.	Arrival after due time at the end of a Standard Section	1 second per second (Section timed to the second) 1 minute per minute (Section timed to the minute)
7.	Arrival before due time at the end of a Neutral Section	1 Fail
8.	Arrival before due time at an Intermediate Control or Finish Control of a Regularity Section	Actual time early
9.	Arrival after due time at an intermediate control or finish control of a Regularity Section. Exceptionally at a single intermediate or finish control of a Regularity Section held between 07.00 and 22.00hrs this penalty may be reduced	Actual time late
10.	Breach of any statutory requirement concerning the use of a motor vehicle	Disqualified
11.	Contravention of NCR Ch.13 App.5 Art.10.18	

	First Offence	1 Fail
	Second Offence	Disqualification
12.	Excessive speed or driving likely to bring motor sort into disrepute	Disqualified
13.	Excessive Noise	Disqualified
14.	Receiving assistance contrary to NCR Ch.13 App.3 Art.12.1(d)	Disqualified
15.	Breach of NCR Ch.13 App.3 Art.12.1(c) (Intercoms); NCR App.15 Art 6.6 (Registration Plates)	Disqualified
16.	Breach of NCR Ch.13 App.4 Arts.2.5–2.8 inclusive; NCR Ch.13 App.5 Arts.11.2-11.5; NCR Ch.13 App.9 Arts.4	Disqualified

Penalties left to the discretion of the Clerk of the Course which may go as far as Disqualification.

17.	Breach of statutory requirements concerning use of a motor vehicle	Disqualification
18.	Breach of NCR Ch.2 Art.2.1-2.5, NCR Ch.2 App.1 Art.1.6, NCR Ch.3 Art.17.1, NCR Ch.5 App.11 Art.1.6	Disqualification and Reported to ASN
19.	Using a mobile phone to acquire route/control information that the crew would otherwise not possess	Disqualification
20.	Defacing (even with a highlighter pen) or altering a timecard	Disqualification

Miscellaneous

Any amendment displayed en route bearing the signature of one of the Joint Clerk of the Course, Secretary of the Meeting, or the Chief Marshal shall have the same authority as these SRs. The official notice board will be at the Start and Finish venue, and every competitor will be deemed to have read all such notices. All organisers' times and mileage are deemed correct. The route has been plotted using a Basic Romer (1:50,000). Servicing is not permitted. A car may only be worked on by its crew, using only tools and spares carried in the vehicle from the start of the event. The only tyres permitted are those fitted to the car and carried as spares in the car when presented at scrutineering.

Damage

Damage checks will be made to competing cars at the start, during the event, and at the end. All competitors will be required to complete a damage declaration form to be handed in at the finish or, in the case of retirement, forwarded to the Entries Secretary within 72 hours. Failure to do so will result in a competitor being reported to Motorsport UK and the Club committee.

Competitors are reminded that submitting a damage declaration form does not negate their legal responsibilities if they have been involved in a Road Traffic Collision. Any injury or damage to third parties MUST be reported to the Police and event organisers immediately so they may arrange prompt action or repairs.

NCR Ch.13 App.5 Art.11.5 - For the purposes of considering Disqualification, Vehicle damage will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens, windows, lamps and bumpers) above the horizontal plane at the wheel centre.

Scrutineering

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified within the National Competition Rules. Scrutineering will be in compliance with the Road Traffic Act, National Competition Rules (note NCR Ch.13 App.3 Art.12.1c) and Technical Regulations (NCR Ch.13 App.15) and Damage as NCR Ch.13 App.5 Art.11.5

Cars will also be required to undergo a noise test, and if over 86 dBa is registered at two-thirds of maximum RPM on the noise meter at 2.0 meters (or equivalent noise measurements), they will not be permitted to start. Noise checks may also be performed en route. See NCR Ch.13 App.1 Art.7.1; NCR Ch.13 App.1 Art.7.7

Crews failing either the noise test or scrutineering will not be permitted to start and will not be refunded their entry fee.

Tyres to comply with current Motorsport UK regulations and carry a valid "E" mark.

Spotlights

Spotlights CAN be used on this event.

With the agreement of the RLO and Motorsport UK, we will trial the use of spotlights on standard sections within West Mercia.

A stipulation is that competitors must use dipped headlights for the Quiets and Neutral sections. Failure to adhere to this will result in disqualification.

Results

Assessment of performances between crews will favour the crews with the fewest number of 'Fails'. Ties will favour the crew that incurs the lesser total time penalties, and so on. Further ties will favour the crew who incur the lesser time penalty first.

To be classified as a finisher a competitor must visit all Main Controls, noise checks and scrutineering ('damage') within OTL in the same car that they started the event and avoid the penalty of disqualification. Provisional results will be published as soon as possible after the last car has arrived at the finish venue. Appeals/Protests must be made in accordance with NCR Ch.2 App.4. and NCR Ch.2 App.9 Please remain at the finish venue until the results are final!

Results may be declared final 30 minutes after being declared provisional at the finish.

www.telfordautoclub.co.uk

www.rallyroots.com

Awards

Awards will be given out on the event night, as detailed below.

- First Overall – 2 awards – Driver & Navigator
- First in Class – 2 awards per class – Driver & Navigator
- Second in Class – 2 awards per class – Driver & Navigator

- Third in Class – 2 awards per class – Driver & Navigator

Insurance

Unfortunately, Telford Auto Club has been unable to secure blanket coverage for the event. Therefore, all competitors must ensure that they have appropriate insurance for competition on the public highway.

Further information will be provided to competitors once Motorsport UK provides feedback to Telford Auto Club.

Photography

Telford Auto Club has arranged for an official photographer to attend the event.

Charity

This year's charity is Cavalier Centre. The center is Led by its incredible team of over 200 volunteers and is a fully accessible state of the art equestrian facility located just outside Much Wenlock, in the beautiful Shropshire countryside. The centre offers inclusive horse-based activities such as riding, carriage driving, vaulting (gymnastics on horseback), hippotherapy (physio on horseback) and horse care, all supported by volunteers and team members. It also has a range of other programmes and activities that help people develop life skills, emotional intelligence and wellbeing.

<https://cavaliercentre.org/>

Moonbeam Rally

Run By Competitors For Competitors