

**THE DUNLOP / GAMBIA
MSA BRITISH HISTORIC RALLY CHAMPIONSHIP 2009**



**BRITISH
HISTORIC RALLY
CHAMPIONSHIP**

**SPONSORED BY
DUNLOP* & The GAMBIA**

Welcome to the HRCR organised 2009 DUNLOP / GAMBIA MSA British Historic Rally Championship.

The MSA also welcome back DUNLOP and The GAMBIA as title sponsors. We are sure their involvement can only continue to enhance an already successful series.

With eight events on this year's programme, there is ample opportunity for competitors, marshals, officials and spectators to have an enjoyable time between March and September.

For 2009, the series will continue to run at National A status and competitors' attention is drawn to Article 8.7 of these Regulations – the requirement to run on Dunlop tyres where possible.

The MSA wishes all concerned a safe and successful Championship.

The Motor Sports Association.

***Mr Tyre (Motorsport) Ltd**

HISTORY and INTRODUCTION

The MSA British Historic Rally Championship is one of the most popular championships in British rallying. It is organised by the HRCR and caters for cars spanning two decades of rallying. Cars from the early 1960's through to 1981 are eligible and entries are regularly in excess of 60 cars on each of the qualifying rounds.

The BHRC has been managed and organised by the Historic Rally Car Register since the start of the millennium and under the wing of the HRCR it has grown and grown in both competitor support and spectator appeal.

From early March to late October, the distinctive engine notes of Minis, Saab 96s, Escort BDAs and Porsches can be heard in the British forests and on the asphalt stages of the Isle of Man, Flanders and Epynt. Among the rally fans, the sight and sound of the historic cars are a big hit, offering a glorious trip down memory lane for the older fans and an insight into how rallying developed for the younger spectators.

The competitor appeal is constantly on the rise. Up to 100 crews now compete on the BHRC each season, and the sporting atmosphere and camaraderie is a key factor in the appeal of the championship. Regularly, competitors will lend parts and spares to help rivals stay in events. Recently, a leading class competitor suffered a blown engine and his two leading class rivals both offered the loan of their spare engines for the following event!

In 2007, the HRCR welcomed Dunlop and Gambia as Championship Title Sponsors. Dunlop, through Mr Tyre (Motorsport) Ltd, have supported the Championship for many years and provide bespoke products and tyre support at the events. The Gambia logos have appeared on several leading competitors' cars recently and Kololi Ltd (a Beach Club / Leisure Complex in the all year round holiday destination) came forward to co-sponsor the series for 2007

In 2007, the BHRC grew to a three-category championship, as the cars from the HRCR Classic Stage Rally Challenge become a full part of the BHRC. From the start of 2007, the classic cars from category 3 (1976-1981) were eligible to win the overall BHRC title, just as the existing cars from category 1 (pre '68) and category 2 (1968-1975).

By creating and growing the new category, the HRCR has brought Mk2 Escorts, Lotus Sunbeams, Opel Asconas, Triumph TR7 V8s and Vauxhall Chevettes into the limelight, and it has been a hugely popular move with the crews and the fans with the D5 (twin cam multi-valve) class being the strongest supported class of all three categories in 2007 & 2008.

The introduction of the Classic category has also encouraged a growing number of existing competitors to switch to historic rallying from contemporary series. Increasingly, Mk2 Escorts are being rebuilt into historic specification as crews realise that the switch will give them headline status, better quality gravel stages and a real chance of overall victory, rather than struggling along on stages damaged by a gaggle of four-wheel drive cars.

But the development of the Classic category should not detract from the other two categories. In category 1, Mini Coopers, Porsche 911s, Sunbeam Tigers, Lotus Cortinas and Saab 96s do battle. These cars run first on the road on all the gravel events to ensure they get the stages in prime condition, before the stages are cut up by more powerful cars. In 2008, five of the top 10 overall positions in the Dunlop / Gambia - MSA BHRC were taken by crews in Category 1 vehicles.

The Mk1 Escort in 1600cc Mexico, 2-litre Pinto and 2-litre BDA engine specifications tops category 2, the post-historic class. But the field also includes more than a dozen Porsche 911s, and with regular drivers like David Stokes, Ernie Graham and Steven Smith in the field, is one of the most competitive of the three categories.

Of course, this is all-out special stage rallying, and the competition is fierce throughout all the classes, with just about all of the events running on pace notes. From the classic gravel stages of Mid-Wales to the closed public roads of the Isle of Man, the BHRC is a fantastic championship, widely enjoyed and still growing ever stronger.

The HRCR is working to ensure that the Dunlop / Gambia - MSA British Historic Rally Championship continues to go from strength to strength.

THE 2009 CHAMPIONSHIP CALENDAR

Round 1

Sat 28th March

Bulldog Historic Rally

www.bulldog-rally.co.uk

The Bulldog Historic rally will be based in the town of Llangollen and will offer competitors around 50 of the most challenging stage miles in the best forests in Mid-Wales, Wales and the UK. The event has been organised in various forms by Wolverhampton and South Staffordshire Car Club Limited since 1958. We have always prided ourselves on being a competitor friendly rally and give as much rallying pleasure to the competitors as possible.

CONTACT: Kevin Witton (07767) 453664

kevin@witton.fsbusiness.co.uk

Round 2

Fri/Sat 17th/18th April

The Pirelli Historic Rally

Carlisle, Cumbria

www.pirelliinternationalrally.co.uk

For 2009, the Pirelli moves its base to the well-appointed Carlisle Racecourse. The Friday evening stages will be revised to see more prime quality mileage included in lieu of previously used stages that have been found to quickly cut up. The stage mileage will be split evenly between Friday night and Saturday morning (55 miles approx). All stage mileage is single usage running in front of the international with very short road sections between stages.

CONTACT: Chris Walker (01228) 631090

Chris.7@btopenworld.com

Round 3

Sat 30th May

The Severn Valley Historic Challenge

www.severnvalleynational.co.uk

A favourite for over 30 years the event will once again offer a compact route including classic Welsh stages such as Radnor, Crychan and Halfway as used on WRGB. A Centralised rally base at the Royal Welsh Showground in Builth Wells for ALL other pre and on event facilities together with the usual warm welcome make this event one not to miss. Midland Manor MC are delighted to once again form part of the BHRC and promise you a memorable day's rallying.

CONTACT: Jan Allen (01432) 272977

italianjan@hotmail.com

THE 2009 CHAMPIONSHIP CALENDAR (continued)

Round 4

Sat/Sun 20th/21st June

The Rally Marketing Mid-Wales Stages

www.newtown-mc.co.uk

The Mid Wales Historic Stages are based at Theatr Hafren, Newtown. After Saturday lunchtime scrutineering and documentation, there are 2 stages starting at 16.00 prior to the overnight Park Ferme in Newtown. Sunday sees 6 more top quality stages in Hafren, Myherin and Tarenig forests, around the Sweet Lamb complex where the service crews can watch their crews in action for some distance. The finish, which is at approx 14.00 on Sunday afternoon, is always a splendid occasion, with the winning cars on the stage at Theatr Hafren.

This is YOUR chance to enter this friendly and popular event and drive stages used on Wales Rally GB 2008.

There will be a FREE Hog Roast for all Historic Championship competitors and their crews at Rally HQ on the Saturday Evening.

CONTACT: Chris Tomley (01686) 650430

ct@tomleys.co.uk

Round 5

Fri- Sat 10th -11th July

The Isle of Man Historic Rally

www.mir.co.im

Rally Isle of Man welcomes all competitors and officials to the 2009 Isle of Man Historic Rally. Run over two days, the rally will still have over 150 stage miles on some of the finest tarmac roads in Europe. The Recce is on 4/5th or 9th July, Documentation will start at 5.00pm on Wednesday 8th July & Scrutineering on Thursday 9th July. New for 2009 will be a Ceremonial Start on Thursday 9th July at 8.30pm on Douglas Promenade. Run by the same friendly and professional team, we are sure that you will enjoy the 2009 Rally.

CONTACT: Richard Bargery (01624) 852440

historic@rallyisleofman.com

Round 6

Sat/Sun 2nd/3rd August

SGC Printing Harry Flatters Rally

www.breconmotorclub.co.uk

Nestled in the wild hills of Breconshire, the SGC Printing Harry Flatters has provided a stern test for rallyists since 1985. With two challenging Saturday evening stages planned and more tests on the Sunday, Brecon Motor Club will strive to offer a tough but enjoyable rally. An early morning recce will once again make the weekend full and exciting.

CONTACT: Nigel Chappelle (01874) 622655

Harryflatters04@aol.com

THE 2009 CHAMPIONSHIP CALENDAR (continued)

Round 7

Sat/Sun 12th/13th September

Historic Omloop van Vlaanderen – Tour of Flanders

www.omloopvanvlaanderen.be

Recce on Thursday and Friday, scrutineering and document control on Friday afternoon. The event starts on Saturday from 8:30 am to approx. 9:00 pm for approx.15 special stages. On Sunday there are approx. 8 special stages from 8:30 am until 3:00 pm. The events has about 180 km of special stages (112 miles). Roeselare is close to Ostend (0:45 min) and also to Calais (1:30 hours), this allows a return on Sunday evening. In 2009 we are celebrating the 50th edition of the Tour of Flanders !

CONTACT: Marc Vandemoortele (+32) 477 202 849

info@omloopvanvlaanderen.be – marc.vandemoortele@skynet.be

Round 8

Sat 26th September

Trackrod Historic Cup

www.rallyyorkshire.co.uk

The finale to the British Historic Rally Championship once again will be using the best forest stages in Yorkshire. This is your unique opportunity to test your skill in the famous and fast Dalby Complex. The event is based at the Northern Events Arena in Pickering where we combine the start, finish, central service, rally stage plus a ceremonial prize presentation. The whole organising team are looking forward to welcoming you all in September.

CONTACT: Chris Sanderson 01937 587508

trackrod.rally@talktalk.net

THE 2009 CHAMPIONSHIP CALENDAR (continued)

Reserve Round

Sat 17th October

In the event of a previous round being cancelled, a Championship Bulletin will announce the inclusion of the Cambrian Historic Rally as the replacement.

G-O-N Cambrian Historic Rally

<http://www.northwalescarclub.org/>

Our reserve event will be the 54th running of the Cambrian which uses the famous forests of Clocaenog and Penmachno.

**CONTACT: Dave V Thomas
dave@northwalescarclub.org**

OTHER EVENTS

Chatsworth Rally Show

Sat/Sun 6th/7th June

The Championship's involvement in the Rally Show is to be increased in 2009. HRCR only events are planned on both the Saturday and Sunday, plus the HRCR show unit (with catering) will be in the paddock as a centrepiece. The Rally Show hosts much of interest to us – important historic rally cars are there as well as trade and club stands, plus competitive and parade runs on the stage that used to be an integral part of the RAC Rally. If you would like to compete, or just come along for a social, we are aiming to make this a mid-season gathering not to be missed.

<http://www.therallyshow.org/>

Oulton Park Gold Cup

Sun/Mon 30th/31st August

This is a premier historic race meeting that is held in the beautiful surroundings of Oulton Park in Cheshire. There is a rallyschool at Oulton Park and in 2008, this was used for historic rally car demonstration runs. This was greatly enjoyed by those who took part as though the stage layout was tight, the surface was very low grip and provided a chance to practise car control and take partners, family and support crew out for a run. This to be repeated in 2009 and, with more time to plan, could see a good number of Championship crews attending.

<http://www.motorsportvision.co.uk/oulton-park/>

CHAMPIONSHIP REGULATIONS

ARTICLE 1. SPORTING REGULATIONS :

- 1.1. The DUNLOP / GAMBIA -MSA British Historic Rally Championship 2009 will be organised and administered by the Historic Rally Car Register Ltd and will incorporate the HRCR Cup, which will be run for individual drivers and co-drivers, competing in eligible cars over eight designated National "A" special stage rallies listed under the Championship Calendar.

The Championship is governed by the General Regulations of the MSA and these Championship Regulations

MSA Championship Permit No. **2009/555**

- 1.2. **All competitors must hold at least a 2009 National 'A' Rally Licence issued by the MSA.** All competitors must sign that they have read and agree to abide by the rules of the Championship Regulations. Acceptance of a championship entry is at the discretion of the Championship Committee, on behalf of the organisers.
- 1.3. To be eligible to compete in the HRCR Cup competitors must be fully paid up members of the HRCR, and also :
- (a) Not finished in the first ten of an International Permit rally, prior to registration
 - (b) Not finished in the first five of an MSA National A Permit rally, prior to registration,
 - (c) Not won the Motoring News/ Demon Tweeks, the previous Demon Tweeks/ Classic and Sportscar Historic Stage Rally Championships, the MSA British Historic Rally Championship, the HRCR Historic Rally Challenge or the HRCR Classic Stage Rally Challenge.
 - (d) Not won an event in the championships listed in (c), above.
 - (e) Not won either the Historic, Post-historic category on any event in the 1999 Safety Devices Historic Rally Challenge or the MSA British Historic Rally Championships 2000-2008.
 - (f) Not won an event in the HRCR Classic Stage Rally Challenge 2003-2006.
- 1.4. Championship points will be displayed on the HRCR website (www.hrcr.co.uk) after each event and it is a championship contender's responsibility to query the final championship points within seven days of the date of posting of the final results at the close of the season to all competitors. A certificate of posting, signed by a Championship Official shall be definitive as evidence of the posting date.
- 1.5. These regulations and any subsequent Official Bulletins supersede all others.

ARTICLE 2. CHAMPIONSHIP COMMITTEE :

- 2.1. A committee of five, comprising David Crawley, Paul Lawrence, Paul Loveridge, Simon Marks and Andy Millns will be responsible for the administration of both the Championship and the Challenges. They may invite others (such as contenders) to attend meetings. They may issue supplementary Official Bulletins during the course of the championships.

ARTICLE 3. CHAMPIONSHIP STEWARDS :

- 3.1. The panel of Stewards for the championships will comprise three members, drawn from a list of six independent persons. Any appeal against their decisions must be made in accordance with section C(d) 67-77. of the 2008 MSA Competitor's Yearbook. The Championship Stewards are John Arnold, Neil Fuller, Phil Jones, Dave Lucas, Tony Newsum, and Mike Sones.

ARTICLE 4. JUDICIAL :

- 4.1. Any written reported breach of either these Championship Regulations by a Championship Contender (C(d)) will be considered by the Championship Stewards, who after giving all concerned the opportunity to be heard, will take appropriate action in accordance with Section C(d) of the 2009 MSA Competitor's Yearbook.

Note: In the event of a breach of Technical / MSA Regulations occurring on an event, this will be resolved in accordance with the provisions of the 2009 MSA Regulations and the outcome of any action will be reported to the Championship Stewards for possible further action as above.

The Championship Stewards may then also report the matter to the MSA, who may take further action, including increasing any penalties previously applied.

ARTICLE 5. ENTRIES :

- 5.1. It is a competitor's responsibility to obtain event regulations and to apply for entries. Being a registered contender does not guarantee an entry on any event.

ARTICLE 6. REGISTRATION :

- 6.1. Completed registration forms accompanied by the correct fee must be returned to the Championship Co-ordinator, who upon acceptance of the entry, will issue a Championship Registration Card and number. The registration fee will be £40.00 per registered contender.
- 6.2. Initial registrations will be accepted either in person, through the post or on championship rounds.
- 6.3. In order to be eligible for points competitors must register prior to the start of the round on which they first intend to claim points. Registrations will still be taken during the round, but the competitor will not be eligible for points until the next round.
- 6.4. Competitors will be required to sign-on at each round to confirm their vehicle's eligibility and to allow their championship registration to be checked.
- 6.5. Once a competitor has registered for the championships it is not possible to de-register even if he removes his championship decals and therefore disqualifies himself from points scoring, he will still be counted as a 'live' competitor, even though he is not a points scorer.
- 6.6 Points will not be awarded retrospectively;
- 6.7 Registrations will not be accepted after the start of the seventh round of the Championship

ARTICLE 7. DECALS:



ARTICLE 7. DECALS (continued):

- (a) The Official Event Title Decal
- (b) The Vehicle Competition Numbers
- (c) The Door Panel for the DUNLOP/GAMBIA - MSA British Historic Rally Championship 2009
- (d) The Official DUNLOP/GAMBIA - MSA British Historic Rally Championship Screen Strip
- (e) HRCCR Decal on the rear panel / bootlid (15.5x7cm)
- (f) "Dunlop" Decals (45x7.5cm)
- (g) "Mintex Brake Pads" Decal (15x7cm)

7.1. Competitors in the championship must make available areas on each side of their car (see diagram above) for the official Championship and HRCCR Cup door panel, Dunlop and Mintex decals and one area on the rear of the car for the HRCCR decal – all of which must be attached prior to scrutineering and carried whilst competing on all the championship rounds otherwise points will not be allocated for that round.

7.3 A Championship Screen Strip will be supplied to be affixed to the top of the competing car's windscreen whilst competing on all the championship rounds. Only the Championship Screen Strip is permitted on the windscreen and the only modification to the Screen Strip that is permitted is to trim its outer edge/ends to fit the vehicle's windscreen.

Only in exceptional circumstances where vision is proved to be impaired will the competitor be given dispensation to affix the screen strip in another prominent position. This must be agreed with the Championship Eligibility Scrutineer and the Championship Co-ordinator.

Other decals (such as Fuel Allocation Identification Stickers) can be affixed to the Sun Screen only as instructed by a Championship Bulletin.

The organisers may issue Official Bulletins to require the placing of other decals on competing cars on all Championship rounds.

7.3 Non compliance with any of the above will result in championship points not being allocated for that round.

ARTICLE 8. ELIGIBLE CARS :

8.1. Category 1 (Historic Rally) Cars first registered on or before 31st December 1967, Category 2 (Post-Historic) Cars first registered between the 1st January 1968 and the 31st December 1974 and Category 3 (Classic) Cars first registered between January 1st 1975 and 31st December 1981 are eligible to compete in the MSA British Historic Rally Championship 2009 and the HRCCR Historic Cup.

8.2 All Cat. 1,2 & 3 competing cars must comply with sections 283 - 313 of the 2009 MSA Competitor Yearbook and these Championship Regulations to be acceptable for use in the championships. All Cat. 3 must comply with their homologation forms and the 1981 FIA (yellow) handbook.

8.3. Competitors will be required to declare that the vehicle entered complies fully with the 2009 MSA and Championship Regulations. This declaration will be on the Championship Registration Form and on Championship Signing-on Forms at individual rounds.

8.4. An Eligibility Scrutineer has been appointed to the both the Championships and to each of the events contained within the Championship. Any vehicle that has been, or is being used in the championships, can at any time, be either stripped or sealed for examination at the request of the Eligibility Scrutineer. All costs of stripping and rebuilding are to be borne by the competitor. Failure to agree to either the stripping or sealing or the breaking of a seal. will result in a total loss of points accumulated in the championships up until the date of the failure, for both the driver and co-driver, or a greater penalty decided by the Stewards of the Championship.

ARTICLE 8. ELIGIBLE CARS (Continued):

- 8.5. To make provision for scrutineer's wire seals, every engine must have available 1/16" diameter holes pre-drilled in accessible locations, on installed sections :
- (a) Sump : Crossed drilled holes through retaining screws or studs.
 - (b) Rocker/ cam cover or through head studs : Cross drilled holes through two retaining studs or screws.
- If no sealing holes are available the engine may be checked forthwith and championship points will not be allocated for that round.
- 8.6. All championship entries must have and produce at all events :
- (a) An FIA HTP or MSA HRVIF which must be carried in the car at all times on each round.
 - (b) Vehicle Registration Document (V5 or V5C).
 - (c) Valid MOT Certificate.
 - (e) An MSA Stage Rally Log Book.
 - (f) Homologation papers (Cat 3 cars only)
- Good quality colour photocopies of the above documents are deemed acceptable to be carried in the rally cars.

If the required papers are not in order (not correct or not produced) then no Championship Points will be allocated for that round

IMPORTANT NOTE: The issue of these papers does not necessarily mean that your car complies with the MSA and Championship Regulations.

- 8.7. Subject to suitable tyre size availability, all contenders in the Championship must run their cars at all times on the events on Dunlop tyres that comply with the MSA Competitors' Year Book C(e). If it is felt that no suitable Dunlop tyre is available for his/her vehicle, the competitor must contact the Eligibility Scrutineer for confirmation of this / nomination of an alternative Dunlop tyre(s). If no Dunlop tyre is available, the competitor will be permitted to run a tyre (also complying with the MSA Competitors' Year Book C(e)) from another manufacturer
- 8.8. **Permitted shock absorber/McPherson strut assemblies.**
- 1. Porsche - Bilstein, Boge, Koni, Leda, Munroe, Sachs.
 - 2. Escorts / Sunbeams / Avengers / Chevettes / Triumph TR7/8 – Armstrong, Bilstein, Koni, Leda, Spax.
- For other makes / models of cars, contenders are required to contact the Eligibility Scrutineer to confirm the eligibility of the components they are proposing to fit. The use of modern suspension units and systems will not be acceptable.

NOTE – Full details of the technical requirements for Historic Rally Cars can be found in the 2009 MSA Competitors' Year Book (with specific requirements being found in clauses H.283 – H.313)

Further information regarding vehicle specifications, both general and specific to the more popular historic rally cars can be found on www.hrct.co.uk (link also available from www.hrcr.co.uk)

ARTICLE 9. CHAMPIONSHIP ROUNDS:

- 9.1. The 'DUNLOP / GAMBIA - MSA' British Historic Rally Championship 2009 and the HRCR Cup will consist of 8 rounds, including both tarmac and forest rallies.
- 9.2. To decide all overall and class results together with awards at the end of the season a contenders best six (see Article 11.6 below for details of rounds with enhanced points) scores will be counted or if the championship runs less than eight rounds as specified below :

No. of events :	7	6	5	4	3	2	1
Scores to count :	5	5	4	4	3	2	1

Note: the scores to count will be calculated including Flanders and Isle of Man scores as 1½ scores if applicable i.e. it will actually be possible to score 6 full scores by contesting 5 rallies including the two enhanced scores rounds – i.e 3 + 1½ + 1½.

ARTICLE 9. CHAMPIONSHIP ROUNDS (Continued):

- 9.3. A reserve round, the Cambrian Historic Rally, is listed on the Calendar page. In the event of an earlier round not running, this reserve event will be brought into the Championship. If two or more earlier rounds do not run, then Article 9.2 will be enabled.
- 9.4. For the listing of rounds see under 'Championship Calendar' at the front of these regulations.

ARTICLE 10. CLASSES :

- 10.1. *Category 1* registered before 31.12.67 :
- Class B1 Cars up to 1000 cc.
 - Class B2 Cars 1001 cc. to 1300 cc.
 - Class B3 Cars 1301 cc to 1600 cc excluding Lotus / Ford Twin Cam engined cars
 - Class B4 Cars 1601 cc to 2000 cc, including Lotus / Ford Twin Cam engined cars, but excluding Porsche 911's
 - Class B5 Cars over 2000 cc, including all Porsche 911's
- Category 2* registered between 01.01.68 and 31.12.74 :
- Class C1 Cars up to 1300 cc.
 - Class C2 Cars 1301 cc to 1600 cc. excluding Lotus / Ford Twin Cam engined cars.
 - Class C3 Cars 1601 cc to 2000 cc. including Lotus / Ford Twin Cam engined cars,
 - Class C4 Cars over 2000 cc.
 - Class C5 All Twin Cam Multi-valve engined cars
- Category 3* registered between 01.01.75 and 31.12.81 :
- Class D1 Cars up to 1300 cc.
 - Class D2 Cars 1301 cc to 1600 cc. excluding Lotus / Ford Twin Cam engined cars.
 - Class D3 Cars 1601 cc to 2000 cc. including Lotus / Ford Twin Cam engined cars
 - Class D4 Cars over 2000 cc.
 - Class D5 All Twin Cam Multi-valve engined cars

ARTICLE 11. POINTS:

- 11.1. Points will be allocated on an individual basis to registered contenders, based on class finishing positions, as published in the final results of each round. No points will be awarded if the competing car does not carry the official championship decals, as specified in Article 7.
- 11.2. If a round of the Championship chooses to run "Super Rally" or similar regulations, whereby competitors missing stages / controls are allowed to take penalties and remain in the overall classification, the Championship Co-Ordinator shall not include such crews when allocating Championship Points at the end of the event / leg.
- 11.3. The number of points that will be awarded will be based on registered championship contenders, as listed in the individual event final results, and awarded as follows :
- 1st. Registered contender in each class receives 20 points
 - 2nd. Registered contender in each class receives 16 points
 - 3rd. Registered contender in each class receives 14 points
 - 4th. Registered contender in each class receives 12 points
 - 5th. Registered contender in each class receives 10 points
 - 6th. Registered contender in each class receives 8 points
 - 7th. Registered contender in each class receives 6 points
 - 8th. Registered contender in each class receives 4 points
 - 9th. Registered contender in each class receives 2 points
 - 10th. Registered contender in each class receives 1 point

ARTICLE 11. POINTS (Continued):

11.4 On occasions when less than 2 registered contenders start in any class on any round of the championship then points will be awarded to the sole contender as follows:

First four occasions : The 1 starter & finisher will receive 20 points.

Subsequent occasions: The 1 starter & finisher will receive 15 points.

11.5 All registered contenders will receive 1 point for starting an event.

11.6 The first ten finishing registered contenders in each of the three Categories will also receive bonus points as follows :

1st.	Registered Category 1, 2 & 3 contender receives	10 points
2nd.	Registered Category 1, 2 & 3 contender receives	9 points
3rd.	Registered Category 1, 2 & 3 contender receives	8 points
4th.	Registered Category 1, 2 & 3 contender receives	7 points
5th.	Registered Category 1, 2 & 3 contender receives	6 points
6th.	Registered Category 1, 2 & 3 contender receives	5 points
7th.	Registered Category 1, 2 & 3 contender receives	4 points
8th.	Registered Category 1, 2 & 3 contender receives	3 points
9th.	Registered Category 1, 2 & 3 contender receives	2 points
10th.	Registered Category 1, 2 & 3 contender receives	1 point.

11.7 On rounds five and seven of the Championship – The Isle of Man Historic Rally and The Tour of Flanders Historic Rally, three half points opportunities will exist for each round. The points will be calculated as per normal, then divided by two for inclusion in the Championship Points Tables.

The first set of half points will be allocated at the end of the Friday leg (Isle of Man) and the Saturday leg (Flanders).

The second set of half points will be allocated according to the final classification (ignoring any “Super Rally” restarts – see Article 11.2)

The third set of half points will be allocated according to the performances on the Saturday leg (Isle of Man) and Sunday leg (Tour of Flanders)

This change has been introduced to allow those making the considerable effort to attend these events, yet suffering an early failure, to still have the opportunity to take advantage of the events’ allowing restarts and to still possibly take some points from the events and also to reward the achievement of those fully completing these more gruelling rallies.

11.8 If only one member of a crew is registered, for the purposes of points scoring, it will be assumed that both are registered, so that drivers and co-drivers will receive equal points

11.9 In the event of there being a points tie at the end of the championships, the following criteria will be used in the order below (considering only the scores to count Art. 9.2) :

- (a) The greater number of class maximum scores,
- (b) The greater number of class second place scores,
- (c) The greater number of class third place scores,
- (d) The greater number of class fourth place scores,
- (e) etc.,
- (f) The highest overall finishing position on the last event in the championship.

ARTICLE 12. AWARDS :

12.1. The following Major Awards will be presented in :

(a) The DUNLOP / GAMBIA -MSA British Historic Rally Championship :

1st.	Overall Driver and Co-Driver	The MSA Trophy and Gold Award
2nd	Overall Driver and Co-Driver	The MSA Silver Award
3rd	Overall Driver and Co-Driver	The MSA Bronze Award

1st.	Overall Driver and Co-Driver in an Historic car
1st.	Overall Driver and Co-Driver in a Post-Historic car
1st.	Overall Driver and Co-Driver in a Classic car

(b) The HRCR Cup

1st	Overall Driver and Co-Driver	The HRCR Challenge Trophy and replica
1st	Overall Driver and Co-Driver in a Category 1 Car	The Historic Trophy
1st	Overall Driver and Co-Driver in a Category 2 Car	The Post Historic Trophy
1 st	Overall Driver and Co-Driver in a Category 3 Car	The Classic Trophy

The DUNLOP / GAMBIA - MSA Major Awards will take precedence over all HRCR Major Awards

Contenders may win more than one DUNLOP / GAMBIA -MSA Major Award

HRCR Major Awards take precedence over Class Awards.

Contender may win only one HRCR Major Award.

12.2. The following Class Awards will be presented:

1st	in each class Driver and Co-Driver
2nd	in each class Driver and Co-Driver (Subject to 5 registered contenders)
3rd	in each class Driver and Co-Driver (Subject to 8 registered contenders)

Major Award winners in the Championship and the Challenge are ineligible for Class Awards

12.3. To the driver and co-driver with the best points score on the gravel rounds of the Championship – The Water End Properties Gravel Cup and Replica.

To the driver and co-driver with the best points score on the tarmac rounds of the Championship – The Water End Properties Tarmac Cup and Replica.

To the driver and co-driver of a Category 3 car with the best points score other than a Ford Escort – The HRCR Best Classic (Non-Escort) trophy.

Major Award winners in the Championship and the Cup, plus Class Award winners are ineligible for this award.

To the crew member self-preparing their car that finishes highest in the Overall Classification of the Championship - The Charles Golding Award

To the crew of Category 1, 2 and 3 cars achieving the best improvement over their seeded start position on each event - The "Mintex" Best Improvement on Seeding Awards of an axle set of brake pads

To the crew of Category 1, 2 and 3 cars that use Dunlop tyres and are successful in a draw made during / after each event - a pair of Dunlop competition tyres

To the crew / person that, in the opinion of the Championship Organising Committee, has best demonstrated the true spirit of rallying over the season - The Shekhar Mehta "Spirit of Rallying" award

Additional awards may be awarded at the organisers discretion and will be advised in an official bulletin.

ARTICLE 12. AWARDS (Continued):

12.4. In order to be eligible for an award, a competitor must have started at least 3 Championship Rounds.

ARTICLE 13. SERVICING

13.1 The use of management cars or chase cars is prohibited on every round of the Championship. Servicing will only be permitted from properly identified service vehicles in Official Service Areas.

13.2 Judges of Fact regarding servicing will be appointed on each round

13.3 Vehicles and/or personnel associated with competing crews, found on (or within 500m of) the road sections of the route of any rally (other than A or B roads and any defined service vehicle route pertaining to the Historic section of the rally) during the time that the event is passing that point will be deemed to be acting in the role of a management / chase car. If the service and rally car routes are the same, the two vehicles must be at least 500m apart at all times.

13.4 Breaches of Articles 13.1 and 13.3 will result in championship points not being allocated on the round where the offence occurred and the forfeiture of the previous two scores in the 2008 Championship (in addition to any penalties applied by the individual event organisers in accordance with their Supplementary Regulations). The offences will also be reported to the Championship Stewards who will consider further action.

ARTICLE 14. ROUTE NOTES.

14.1 The use of pace notes or subjective route notes will be permitted on all rounds of the Championship only where the organisers allow them.

ARTICLE 15. CHAMPIONSHIP OFFICIALS

Championship Co-ordinator:

Simon Marks
14 Oxford Road,
Farmoor.
OXFORD.
OX2 9NN
Tel: 01865 864038
Mobile: 07973 412530
E-mail: stage@hrcr.co.uk

Competitor Liaison Officer:

David Crawley
74c, Putnoe Lane
BEDFORD.
MK41 9AF
Mobile: 07710 117045
E-mail: david@davidcrawley.wanadoo.co.uk

Championship Eligibility Scrutineer:

Paul Loveridge.
157 High Street.
CINDERFORD,
Glos. GL14 2TF
Tel: 01594-824747.
Mob: 07831 656472.
E-mail: paul.rally@btconnect.com

Championship Press Officer

Paul Lawrence,
Castle Hill Barns,
Harley,
SHREWSBURY
SY5 6LX
Tel: 01952-510382. Fax: 01952-510192
E mail: paul@tfmmedia.com

General Secretary of the HRCR :

Tony Barron,
Walton House,
113, Locko Road,
Spondon, DERBY.
DE21 7AP
Tel : 01332-672533
Fax. 01332-672888
E mail. tony@hrcr.co.uk

Follow the Championship on our website :
[www.hrcr.co.uk/MSA BHRC Championship](http://www.hrcr.co.uk/MSA_BHRC_Championship)

For the technical website see: www.hrct.co.uk

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Ton (Car & Van) Hire
West Wales Rally Spares
Waterend Properties**

**All the Clubs organising the individual Rounds of the Championship.
All Marshal, Radio and Safety Crews
And all our Championship Contenders**

Without whom there would be no Championship



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