



IN MEMORY OF GILL WOOD

CLASSIC LANES

ROAD RALLY

13th / 14th JUNE 2026

SUPPLEMENTARY REGULATIONS

The Classic Lanes Rally will again this year run in memory of Gill Wood who in 2016 lost her bravely fought battle with cancer, just weeks after her 50th birthday.

Gill "Pen Yr Herber" became involved in Motorsport in the Mid 80s, navigating on both Road and Stage events. Her enthusiastic approach and infectious smile saw her win many awards and friends and it was not long before Gill became involved in the organisation of events, as either Secretary or Entry Secretary on the Breidden Rally and other events the club organised, Gill was also a committee member during this time and took on the role of club treasurer. It was also around this time that the club was going from strength to strength and in 1987 the club won the Best WAMC road rally and the Club Championship for the first time.

Gill continued to support the club through the 90s when her career, marriage to Paul and family began to take priority. Rallying though is in the blood and as her children Robi and Katie Elen grew older Gill passed on her passion for the sport. The revival of the Breidden rally in 2004 saw Gill once again take on the role of Entries Sec. /Sec. of the Meeting this time combining the role raising money for Cancer charities.

Gill was a major part of the organisation of the Classic Lanes 2016 working in the role of Sec. of the Meeting right up until her untimely passing. She was an inspiration and role model to everyone she met and most of all she was our hero.

You will be forever in our hearts Mum,

Robi and
Katie Elen



Foreword

Welcome to the 2026 “**Classic Lanes**” Road Rally, which promises this year, to offer approximately 75 miles of classic Road Rally action on the Mid Wales lanes of map 125, 126 and 136.

We are pleased to announce that ‘**Callum Hughes Machinery, Philip Paul Car Centre and Pete Hughes**’ will this year support the event. We are honoured this year to support ‘**Sands charity**’ and we hope to raise a considerable sum of money to donate to this worthwhile cause.

The event will be based (Start and Finish Venue), at ‘**Kings Head Inn, Meifod** and will be a round of of the ANWCC championship.

Marshals are again needed in large quantities this year; therefore, it is a condition of entry that competing crews supply a marshal. Crews are reminded that if they do not supply a Marshal then they will not be permitted to start the event.

We hope you enjoy the event and look forward to welcoming you to Welshpool on the 13/14 June.

WBCC organising committee



2025 Winners: Gareth Rhys Jones/ Deio Rhys Jones

Acknowledgements:

The organisers would like to thank the following for their valued assistance:-

All residents en-route

Event Sponsors - **'Callum Hughes Machinery', 'Philip Paul Car Centre', 'Pete Hughes'**

Start and Finish Venue – Kings Head Inn, Meifod

MSUK

Mr Dorian Evans – R.L.O. Dyfed Powys

Mr Guy Woodcock – R.L.O West Mercia

Dyfed Powys Police

West Mercia Police

N.F.U. / F.U.W

Basic Roamer Company

All competitors for their support of the "Classic Lanes Rally"

All Wives/Husbands/Girlfriends/Boyfriends/Children, for their continued understanding

Previous Winners:

1992: Dennis Parry & Huw Lewis

1993: Kev Parry & Gareth Price

1996: John Jones & Chris Rowlands

1997: Phil Turner & Owen Dodd

1998: Phil Turner & Owen Dod

1999: Paul Holmberg & Dave Pitchford

2000: Gareth Jones & Carl Williamson

2001: No Rally Foot and Mouth

2002: Mal Accott & Nigel Roberts

2003: Glyn Price & Huw Jones

2006: Richard Jerman/ Carrie Rogers

Mk2 Escort

2016: Tim Owen/ Ryan Griffiths

Mk2 Escort

2017: Kev Bolver/ Richard Jerman

Sunbeam

2018: Richy Williams/ Will Atkins

Ford Sierra

2019: Aled Stephens/ Clive Jones

Vauxhall Astra

2024: Mark 'GT' Roberts/ Eifion Pugh

VW Golf GTI

2025: Gareth Rhys Jones/ Deio Rhys Jones

Toyota Corolla

1. Announcement

Welsh Border Car Club Ltd will organise an Interclub permit road rally, namely the “Classic Lanes Road Rally”, on Saturday/ Sunday 13th/14th June 2026.

2. Jurisdiction

The meeting will be governed by the National Competition Rules (NCR) of Motorsport UK, incorporating the provisions of the International Sporting Code of the F.I.A., these Supplementary Regulations and any written instructions that the organising club may issue for the event.

3. Authorisation

Motorsport UK Event Number: TBC
Motorsport UK Permit Number: TBC
D.O.E. Authorisation Number: TBC

4. Eligibility

The event is open to all members of the organising club and members of clubs affiliated to either the Welsh Association of Motor Clubs or the Association of North Western Car Clubs. All competitors must produce a valid Motorsport UK Competition Licence and club membership card as appropriate for inspection for Signing On.

Competitors **WILL NOT** be able to apply for an **RS Interclub Licence at signing on**. Licences can be applied for online on the Motorsport UK Motorsport Management Platform, powered by Sport:80. Competitors who have already applied for a licence, but are unable to produce it at documentation, **WILL HAVE** to pay a non-refundable fine to MOTORSPORT UK of £41, as per NCR Chapter 6, Appendix 1, Article 12.2 Motorsport UK has a 15 day turnaround target for processing licences, not including weekends or bank holidays.

All drivers will be required to 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 2026 Motorsport UK NCR's and tyres carry a valid E mark.

Spotlights **are** allowed to be run on this event.

Every Crew must supply a Marshal; No Marshal = No Start

5. Programme of meeting

The event will be based at 'Kings Head Inn, Meifod'

Noise Test and Scrutineering will take place between 16:30 hrs and 19:30 hrs in Meifod

Any competitor not signed on by 20:00 hrs may be excluded and their place offered to a reserve crew.

Approximate Event Schedule

Noise Test and Scrutineering	16:30 – 19:30
Signing On	17:00 – 20:00
Drivers Briefing	20:45
MCO	22:17
Special Test	22:30

Competitors will then undertake an 75 mile road rally.

6. Format

The route will be approximately 75 miles and cars will start at minute intervals.

The event **will** have a fuel halt en-route, sufficient fuel for 50 miles should be carried.

The event will consist of three types of section:

The event will use the scheduled timing method. Timing will be to BST (BBC Time) and by marshals' digital clocks. All crews are advised to carry an accurate digital watch with them.

NEUTRAL SECTIONS

These are deemed QUIET sections and are used to take the rally through PR sensitive or densely populated areas, and will not be timed to an accuracy of less than one minute. PLEASE RESPECT THEM. They are timed at a low average speed and competitors must complete the section in as high a gear as possible and without use of auxiliary lights (except as permitted by law when driving in fog or falling snow). Competitors MUST NOT make up time in these sections, and no penalty will be incurred for lateness other than for exceeding maximum lateness. Any lateness incurred in these sections will be cumulative towards Maximum Lateness. NCR Chapter 13, Appendix 5, Article 10.16 (3/4 rule) may NOT be applied on Neutral Sections Timing at time controls will be when the Time Control card or Passage Control card is presented to the marshal and NOT the time of entering the control area, as per NCR Chapter 13, Appendix 5, Article 10.9.

STANDARD SECTIONS

This is a section where a time penalty will be applied for being early or late. Some Standard Sections will be timed to an accuracy of less than one minute as per NCR Chapter 13, Appendix 5, Article 10.19 Timing at the controls will be when the time card is presented to the marshal and NOT the time of entering a control area as per NCR Chapter 13, Appendix 5, Article 10.9. NCR Chapter 13, Appendix 5, Article 10.16 (3/4 rule) may be applied if applicable. Some sections will be timed to an average speed of less than 30 mph, in order to take competitors through PR sensitive and quiet areas only. Competitors will be advised of this in their Rally Pack, when they have signed on. Competitors will be instructed to reduce lateness on route. A competitor who wishes to may miss a control or controls. He will be penalised in accordance with NCR Chapter 13, Appendix 7, Article 1 for every control missed. If he re-joins the route at a control at the end of a competitive section he will be permitted to restart without further penalty at any time between his original scheduled time and his maximum permitted lateness, this maximum permitted lateness time still being in relation to his original scheduled time. If the re-joining control is at the end of a neutral section, he will only Page 17 of 25 be permitted to restart without further penalty at his official corrected time taken at the last control at which he reported within maximum lateness. Competitors late at one control may be the equivalent amount late at succeeding controls without further penalty provided maximum lateness is not exceeded. Where a control at the end of a section timed to the second also forms the start of a section timed to the minute, the departure will be taken as the time of arrival but to the preceding whole minute (i.e. the seconds will be ignored) this will be in accordance with NCR Chapter 13, Appendix 5, Article 10.14.

SPECIAL TEST

as per NCR Chapter 13, Appendix 4, Article 8

7. Identification

Rally plates will be supplied by the organisers and should be affixed to the near side window and rear screen. The rally plates must be removed on completion of the event or if the crew retires.

8. Classes

CLASS E: Expert

Either member of the crew has finished in the top 5 of an Interclub Road Rally, in the capacity entered, in the last 5 years.

CLASS S: Semi Expert

Any competitors not eligible for any other class.

CLASS N: Novice

Neither member of the crew having won two awards on an Interclub Road Rally, in the capacity entered, in the last 5 years.

CLASS B: Beginner

Neither member of the crew having finished any form of Interclub or Clubman Road Rally in the capacity entered, in the last 5 years.

9. Awards

1 st Overall	1 Perpetual Trophy & Permanent award to both members of crew
1 st Each Class	Permanent award to both members of crew
2 nd Each Class	Permanent award to both members of crew
3 rd Each Class	Permanent award to both members of crew
1 st U1425 Crew	Permanent award to both members of crew
Best Presented Car	Permanent award to driver

A competitor may only win one award. Organiser's discretion will be used to decide when a crew are eligible for two awards.

10. Entries

The entry list opens at 19:00 on Sunday 30th April 2026 and closes at 19:00 on Thursday 11th June 2026.

If vacancies are available in the relevant class then entries will be accepted up to 12.00 on Saturday 6th June (NCR Chapter 3, Appendix 5, Article 10)

The entry fee is £135.00, which includes two breakfasts.

A documentation fee of £20.00 may be deducted from any cancelled entry, where written notification is received up to 31st May 2026. Entries cancelled after this date will be refunded at the organiser's discretion.

The entry secretary is:-

Katie Elen Hilditch
Pob Ceiniog
Brunant
Welshpool
Powys
SY21 8TF

Tel: **07907 462277**

Note: Entries are to be submitted "On-Line", see Welsh Border Car Club website for entry form. If this presents a problem please contact the Entry Secretary.

****Please note:** Unless specifically requested otherwise, communication will be by e-mail, to the Navigator, (If e-mail address is given on entry form!)

All entries must be made on the official entry form and accompanied with the appropriate fees.

The maximum entry for the event is 75 and the minimum is 35.

Should the minimum figure not be reached, the organisers reserve the right to either cancel or postpone the meeting.

The organisers reserve the right to refuse any entry without giving their reasons in accordance with NCR Chapter 6, Appendix 1, Article 10.3(b).

11. Marshals

It is a condition of entry that crews supply a marshal to man a control on their behalf.

12. Insurance (Please read carefully!)

Unfortunately, the Motor Club has not been able to secure a blanket cover for the event and therefore all competitors will need to ensure that they have the correct insurance cover for rally road sections and that a photo of the document is uploaded before the event – these should be uploaded as a part of your document upload via Rallies.info ahead of the event – **NO PROOF OF MOTORSPORT INSURANCE – NO START**

13. Officials

Clerk of the Course	Robi Wood	07947 566455
Asst. Clerk of the Course	Jake Hilditch	07957 519183
Asst. Clerk of the Course	Callum Hughes	
Secretary of the Meeting	Neil Spiers	
Event Treasurer	Sian Langford	07531 487575
Chief Timekeeper	Matt Rees	
Chief Marshal	Zak Hughes Macauley Bridgwater	07860 350074 (Message preferred)
Entry Secretary	Katie Elen Hilditch	07907 462277 (Message preferred) classiclanes24@gmail.com
Charity and Publicity	Hannah Wood	
Event Officials	Robbie Pugh Woody Chris Evans	
Scrutineers	Peter Farrington Chris Evans	
Environmental Scrutineer	Bryn Pound	
Stewards	Paul Hughes TBC	
Judges of Fact	All named officials except stewards	
DSO's	A list will be displayed at signing on	

15. G.C.R Modifications

All other General Regulations of the Motorsport UK apply as written, except for the following, which are modified as follows:

- NCR Chapter 13, Appendix 2, Article 2.12- Secret Checks may be established without prior notice, e.g. at junctions marked on the route hand-outs as Give Ways etc., to ensure compliance with the route, and time schedule.
- NCR Chapter 13, Appendix 1, Article 8.2- Any notice displayed at the start, or on route, bearing the signature of either the Clerk of the Course or the Secretary of the Event shall have the

same authority as these SRs. It is the responsibility of the competitor to note any information displayed at the start.

- NCR Chapter 13, Appendix 4, Articles 2.5 & 2.6- All competitors will be required to STOP at all junctions approached on roads controlled, by Give Way signs and at places specified on the Route Card. Judges of Fact will man a number of these locations.
- NCR Chapter 13, Appendix 4, Article 2.2 & 2.3- Give Ways will be used to define the route.
- NCR Chapter 13, Appendix 5, Article 10.8- Maximum Permitted Lateness for competitors will be as follows: All classes: 20 minutes and 59 seconds.
- NCR Chapter 13, Appendix 5, Article 10.16- Competitors will be required to reduce any lateness accumulated at certain locations en route.
- NCR Chapter 13, Appendix 5, Article 10.20-22- certain sections of the route will be timed to an accuracy of less than one minute.
- NCR Chapter 13, Appendix 5, Article 11- To be classified as finishers, competitors must report to and receive a signature or record a code within their maximum permitted lateness, and in the car in which they entered and started the event at the following: All Main Controls Two thirds of the controls listed on the time and passage cards Damage Control All Noise Checks
- NCR Chapter 13, Appendix 15, Article 6- Car derived vans are NOT be eligible to enter the event.
- Performance will be assessed on the Fail System as NCR Chapter 13, Appendix 7, and modified as follows:
 - Not reporting at, or not providing proof of visiting any Time Control, Passage Control, Via Control, Manned Secret Check or Route check: 1 Fail per offence
 - Wrong approach to or depart from any Time Control, Passage Control, Via Control, Manned Secret Check, Route Check or Give Way check: 1 Fail per offence
 - Passing through any control twice or more (unless the Route Hand-out instructs you to do so): 1 Fail per offence
 - Failure to obtain a signature for each code board or route check at the next manned Time Control or Passage Control 1 Fail per offence
 - Failure to accurately and clearly provide or record any information requested or displayed at a control, in the order or format it is displayed at that control: 1 Fail per offence
 - Using the same piece of road twice (unless instructed in the Route Hand-out): 1 Fail per offence
 - Failure to comply with an instruction on the Route Hand-out: 1 Fail per offence
 - Not complying with a reasonable instruction from an official, provided warning is given that a penalty will be applied: 1 Fail per offence
 - Breaking any rule or regulation for which no penalty has been specified: 1 Fail per offence
 - Accepting a time earlier than schedule time 1 Fail per minute early
 - Reporting at a Time Control after your maximum lateness has expired, (except for Main Control): 1 Fail per minute late
 - Failure of crews marshal to open their control on time: 1 Fail
- As per NCR Chapter 13, Appendix 7 the following offences shall result in DISQUALIFICATION:
 - Not reporting at or providing proof of visiting a Main Control, within the maximum permitted time – NCR Chapter 13, Appendix 5, Article 6.
 - Failure to stop at a Stop or Halt Sign, Give Way sign or at any junction specified in the route card –NCR Chapter 13, Appendix 4, Article 2.
 - Entering an area designated as out of bounds (black spot).
 - Unauthorised alteration of a Time Card.
 - Failure to comply with Quiet Zone requirements.
 - Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute – NCR Chapter 13, Appendix 1, Article 7–Chapter 13, Appendix 2, Article 3.8, Chapter 13, Appendix 2, Article 3.10
- Damage to car as defined in please clarify, I believe this is R15.1.2 Receiving assistance contrary to NCR Chapter 13, Appendix 3, Article 12.1(g) Breach of “No Map Markings” – NCR Chapter 13, Appendix 4, Article 2 Breach of NCR Chapter 13, Appendix 2, Article 2.26, Chapter 13, Appendix 5, Article 11, Chapter 13, Appendix 15, Article 6.

- Breach of Technical Regulations concerning the use of lights and breaching the Construction and Use of Lighting of Vehicles Regulations.
- Using Mobile Phone or any other Radio Transmitting Device, other than in an emergency –NCR Chapter 13, Appendix 3, Article 12.1(c).

CONTROLS SITED AT THE END OF A NEUTRAL SECTION

Early arrival 1 Fail per minute early Late arrival No penalty other than maximum lateness

CONTROLS SITED AT THE END OF A TRANSPORT SECTION: Early Arrival 1 Fail per minute earlier than Scheduled Time (NCR Chapter 13, Appendix 5, Article 10.16 & 10.18 apply on Transport Sections))
Late Arrival No penalty other than maximum lateness

CONTROLS SITED ON A STANDARD SECTION Early arrival (Section timed to the second) 2 seconds per second early

Early arrival (Section timed to the minute) 2 minutes per minute early

Late arrival (Section times to the second) 1 second per second late

Late arrival (Section times to the minute) 1 minute per minute late (NCR Chapter 13, Appendix 5, Article 10.16 may be applied on Standard Sections)

Contravening NCR Chapter 13, Appendix 5, Article 10.18(3/4 Rule) Page 21 of 25 First offence 1 Fail
Second offence Disqualification

16. Controls

The following types of Control will be used on this event:-

- Main Time Control (MC-)
- Special Test Start (STS -)
- Special Test Finish (STF -)
- Standard Section start (SS-)
- Standard Section finish (SF-)
- Standard Section Time Control (STC-)
- Passage Control (PC-)
- Route Check (RC-)

The organisers reserve the right to cancel sections if deemed fair to do so, force majeure etc, notwithstanding. Time controls at which, in the organiser's opinion, have shown inaccurate times shall be considered as Passage Controls.

17.1 Procedure at Time Controls

ALL Time Controls will have the time recorded on production of the Time Card to the marshal (**i.e. NO STOPPING AT CONTROL BOARDS**)

Note: where a Control at the end of a section timed to the second also forms the start of a section timed to the minute, then the seconds will be disregarded in calculating the due time of arrival at the following control.

17.2 Procedure at Passage Controls /Via Controls / Route Checks (Code Boards).

At manned Passage or Via controls, the marshal will enter their signature, as proof of correct approach, on the competitors Passage Card. (**Note: Do NOT** stop at the Control boards at these controls)

Should the control be un-manned it will be reclassified as a Route Check and a Code Board may be positioned at that location. Competitors must note all information on these boards correctly on their Passage Card before proceeding. Competitors must then get this information countersigned at the next manned control, whether this is a Time or Passage control (NOT A DSO).

All Controls (except for “Not as Map, N.A.M.” controls, which will be described on diagrams supplied) will be indicated by a Control Board placed approximately 50 metres before the control position, in the correct direction of approach.

Should any entry on a Time Card not be legible, or not appear to be authentic, it may be considered to not have been made. Organisers may refer to marshal’s check sheets in case of any doubt.

Any alterations made to the Time or Passage Cards will only be accepted if countersigned by the marshal at the time of the amendment. It is the competitor’s responsibility to ensure that his/her Cards are correctly marked.

It is not the duty of any marshal to interpret these regulations, or any other written instructions given to competitors, nor explain the meaning of such.

Controls will open 15 minutes before the Due Time of car 0, and will close 25 minutes and 59 seconds after Due Time of the last car.

17. Timing

The event will use schedule timing. Marshal’s clocks will be set to BBC / Telecom time. All crews are advised to carry their own accurate watch.

Maximum Permitted Lateness for competitors will be as follows: All classes: 20 minutes and 59 seconds.

18. Results

Provisional results will be published as soon as possible following the end of the event. Protests must be made in accordance with MSUK regulations.

19. Damage

All competitors will be required to complete a damage declaration form that should be handed in at the finish, or in the case of retirement, forwarded to the secretary of the meeting within 72 hours.

Failure to do so will result in the competitor being reported to the RAC MSA.

Competitors are reminded that submission of a damage declaration does not in itself negate their responsibilities within the law if they have been involved in a Road Traffic Accident as defined by Law.

20. Child Protection Officer

Welsh Border Car Club has, in line with MSUK requirements, appointed a Child Protection officer, Carrie Williams.

PLEASE NOTE: ‘If I am the Parent or Guardian of the driver ‘I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of Motorsport UK.’ As the Parent/Guardian ‘I confirm that I have acquainted myself and the minor with Motorsport UK General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Chapter 1, Appendix 2. Where the Parent is not present there must be a Guardian who must produce a written and signed authorisation from the Parent/Guardian to act as their representative. A Parental Consent Authorisation form is available to download from the MOTORSPORT UK website, www.motorsportuk.org, in the Forms section



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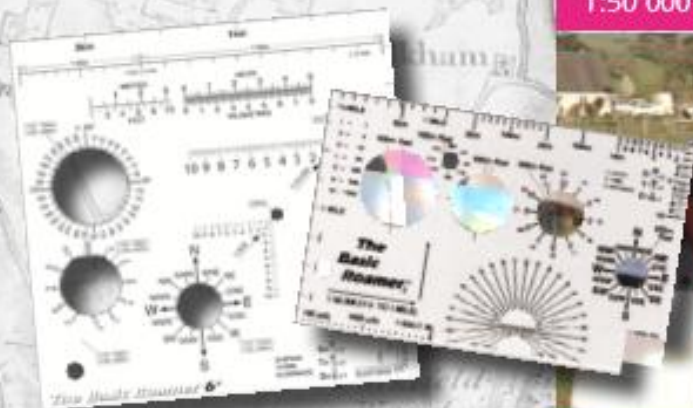
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