



MORSWYN WILLIAMS MEL HARRIS MEMORIAL RALLY

15th · 16th
NOVEMBER
2025

**HUW
JEFFREYS**
& SON

Plumbing & Heating Engineers

www.GwendraethValleyMotorClub.co.uk

www.AmmanfordMotorClub.co.uk

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Acknowledgments:

Huw Jeffreys Plumbing and Heating

Pontyberem CP School (Start Venue)

Glynhir Golf Club (Finish Venue)

Idris Jones Electrical (Scrutineering Venue)

David Powell Route Authorisation MSUK

Dorian Evans RLO South Wales Centre

Dyfed Powys Police

All Residents Farm Owners and Land Owners en route

MTC 1 Results Service

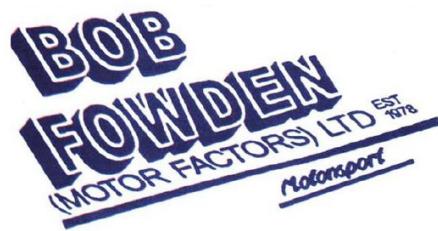
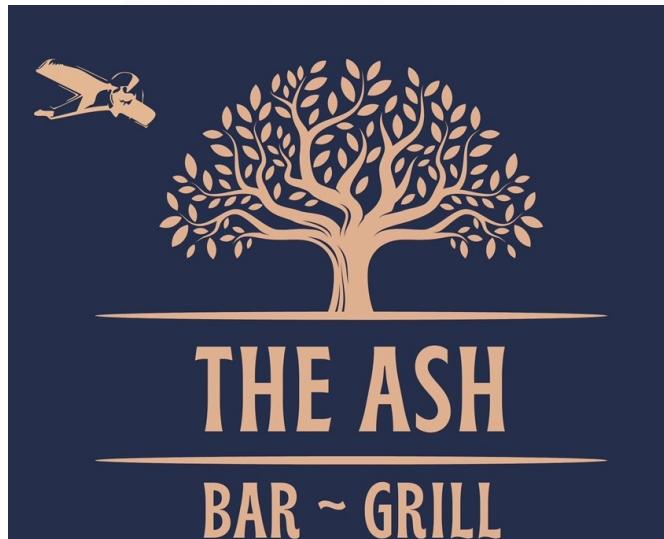
All marshals and officials

SUPPLEMENTARY REGULATIONS

1. **Ammanford Motor Club** will organise in co-promotion with Gwendraeth Valley Motor Club a Clubman status road rally on 15th/16th November 2025, which this year will be called The Morstwyn Williams – Mel Harries Memorial Rally 2025.
2. **Jurisdiction:** The meeting will be governed by the general competition rules (NCR's) 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.
3. **Authorisation:** Motorsport UK Event Number: 29277NO15/16t Motorsport UK permit number : 204313 DOE authorisation number : TBA
4. **Eligibility:** The event is open to all fully elected members of either GVMC or AMC. All drivers will be required to declare that their vehicle is taxed and insured for use on the public highway and for competition use on this event, and that the vehicle has a current MOT certificate. All vehicles must comply with Motorsport UK Tyre and Vehicle Regulations, as specified within the 2025 Motorsport UK National Competition Rules. Tyres must comply with Motorsport UK National Competition Rules, and carry a valid E mark. It is compulsory that 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).
5. **Start and Finish:** The event will start from Pontyberem CP School on 15th November and finish at Glynhir Golf Club Llandybie. The total mileage will be approximately 110 on maps 159 and 146 (OS Landranger 1:50,000 series), latest editions. **These maps will be supplied by the Organisers included in the entry fee.**



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Route: The event will contain competitive sections on the public highway, timed to an accuracy of less than one minute. These sections will be run in accordance with the requirements of Motorsport UK. Cars will leave the start at intervals of one minute. Environmental and Scrutineering will open at 17.00 and close at 20.00hrs. Individual times may be given in the Final Instructions. Any competitor not signed on by 20.30 may be excluded and his/her place offered to a reserve. Cars will be identified by two rally plates, supplied by the organisers, which must be affixed to the nearside window and rear of the car. These should be removed at the finish of the event or on retirement, whichever is sooner. It is the competitors' responsibility to ensure that the plates are legible throughout the event. Competitors should ensure that they carry enough fuel (which may ONLY be in the fuel tank of the car – no cans or similar may be carried) for 60 miles. Availability of fuel before the start of the event will be advised in the final instructions. There will be a halfway fuel halt.

6.Organisation: All the organisers' times and mileages shall be deemed to be correct, having been established according to NCR Ch 13 App1 Art 8 (13.1.8). All organisers' road signs are mandatory – No, Care, Quiet, OK, Ch 13 App 5 Art 2 (13.5.2)).

Competitors will be supplied with a rally pack on successful completion of signing-on. The entire route will be denoted by six figure map references (other than the not as map sections, which will be in the form of diagrams), containing all the information necessary to enable the competitors to comply with NCR Ch 13 App 4 Art 2 (13.4.2). All map references have been plotted using a "Basic Roamer", and this will be used in the event of any dispute. PLEASE NOTE THAT ANY COMPETITOR FOUND TO BE DIVULGING, OR HAVING DIVULGED, ROUTE INFORMATION WILL BE DISQUALIFIED ON THE SPOT. YOU HAVE BEEN WARNED.

7. **Classes:** The event will consist of three classes, as follows:-

Class A – Experts You must enter class A if: Either member of the crew has finished 1st to 10th overall on an Interclub, or Clubman status event ON ONE (OR MORE) OCCASION

Class B – Semi Experts. Either member of the crew has finished from 10th to 30th overall on an Interclub, or Clubman status event ON MORE THAN ONE OCCASION

Class C – Novices Crews not eligible for either class 1 or 2. Neither member of the crew having won the Novice class (Class 3) more than once on any rally (excluding 12 cars), nor finished in a position that would place either crew member in Class 1 .

Notes (a) Crews eligible for two classes must enter the higher class. (b) Crews may be reclassified at the discretion of the organisers. (c) Entries accepted without seeding information will be allocated a start number at the end of their class. (d) Competitors' results on stage rallies may be used at the organisers' discretion. (e) NO discussion will be entered into regarding seeding.

8. Awards

Awards will be presented as follows:- First Overall – two awards. First in each Class – two awards Second in each Class – two awards Third in each Class – two awards Best Mixed or Allfemale crew – two awards. Highest placed under 1400cc crew – two awards. Best Presented Car – two awards No crew may win more than one award, other than the “Best Presented Car” award. Other awards may be announced in the Final Instructions.

9. Entries:

The entry list opens on publication of these regulations and closes on Friday, **November 3rd 2025** at midnight. **Entries will be drawn in Gwendaeth Motor club Meeting on the 6th November.**

20 Entries will be assigned to each class for the draw with 15 being kept back at the organiser's discretion. Any spare entries available will be shared equally between each class and drawn randomly as per the first 60 draws.

Entries can only be made online via the MTC1.uk system. Payment can be made by bank transfer. The Entry Fee for the event is **£140 which includes two breakfasts and Maps**. All payments made on the night MUST be in cash. No other method of payment will be accepted. The maximum entry for the event is 75, plus 5 reserves per class. The maximum for each class is 45 and the minimum 10. The minimum for the event is 50. Should any of the minimum figures not be reached, the organisers reserve the right to amalgamate classes or cancel the event as necessary. Any entry containing a false or incorrect statement shall be null and void and the entrant deemed to be in contravention of the General Competition Rules of Motorsport UK. The entry may be forfeited, in accordance with NCR Ch 3 App 5 Art 9 (3.5.9). The organisers may conduct random checks, in order to establish the accuracy of some or all the information given on the entry form. The organisers reserve the right to refuse any entry without a specified reason. It is a condition of acceptance of entry that ALL competitors must provide at least one marshal for the event. Their details must be given on the entry form, their marshals must sign on at the start of the event and they must remain at their designated control for the duration of that control being open. Failure to do ANY of these will result in the disqualification of the competitor who supplied that particular marshalling crew and no entry fees will be returned. Please remember – NO MARSHAL, NO START. Cancelled entries Entry fees may be refunded, less an administration fee of £20, if cancelled in writing (NOT verbally), before the closing date for entries. Entries cancelled after that date will only be refunded, less an administration fee of £20, subject to there being a reserve crew to take their place. If there is no reserve crew to take your place a 50% administration fee will be taken to cover expenses. Please note that no refunds will be given until after the date of the event.



JENKINS RECYCLING



FUSED
FABRICATIONS

JoneSporT



Rally Car Hire
Service Vehicle Hire
Race and Rally Car Preparation



10.Officials

Clerks of the Course – Rob Richardson

Assistant Clerk of the Course – Rhys Jenkins

Entry Secretary – Sara Harries

Secretary of the event - Alun John

Chief Marshals – Dean Wiltshire & Viv Jones

Chief Scrutineer – Rob John & Team

Environmental Scrutineer – Alan Hinton

Timekeeper – AMC

Stewards – Dafydd Williams, Aled Davies & Dorian Evans

WAMC DSO – Nigel Phillips

Competitor Liason Officer – Richard Stepney – Ryland James

Driving Standards Observers – a list of these will be displayed at MC0

Results – MTC1

Safeguarding Officers – Richard Stepney / Alun John.

Other officials may be announced in the

Final Instructions or on the official notice board at signing-on, MC0/MC1. All NCRs of Motorsport UK apply as written, except for those below:- Ch 13 App 1 Art 9 (13.1.9) Checks may be established without prior notice to observe standards of driving, condition of car, compliance with route instructions e.g. Quiet Zones or Give Ways. Ch 13 App 1 Art 8 (13.1.8) Any notice displayed at the Start, or en route, bearing the signature of any of the Clerks of the Course, or the Secretary of the Meeting, shall have the same authority as these regulations. It is the competitors' responsibility to note any information displayed at the Start. Ch 13 App 4 Art 2 2.3-2.4 (13.4.2) All competitors must stop at all junctions approached on roads controlled by Stop or Give Way signs. THIS MUST BE DONE IN ACCORDANCE WITH THE PROVISIONS OF THE ROAD TRAFFIC ACT. All such junctions will be contained within the route card and define the route. A number of such junctions will be manned by Driving Standards Observers. Ch 13 App 5 Art 9 10.8 (13.5.9) Maximum permitted lateness will be as follows: Experts – 20m 59s Semi Experts – 30m 59s Novices –

30m 59s Ch 13 App 5 Art 9 10.19 (13.5.9) Certain sections of the route will be timed to an accuracy of less than one minute. Ch 13 App 9 Art 11 11.1-11.2 (13.4.2) To be classified as a finisher, a competitor must report to, and provide proof of visiting, at least two thirds of the controls listed on the route/time/passage cards, ALL Main Controls and report to the Damage control at the Finish, within their maximum permitted lateness, in the car in which they entered the event, which must be travelling under its own power i.e. not being towed/pushed.

10. Penalties Performance will be assessed using the “Fail” system (NCR Ch 13 App 7), modified as follows:

- a. Not reporting at a Main Time control – DISQUALIFICATION
- b. Not reporting to or providing proof of having visited any Time control – 1 Fail
- c. Not reporting at a Passage control – 1 Fail
- d. Not providing proof of having visited any Route Check control – 1 Fail
- e. Failure to comply with route instructions – 1 Fail
- f. Passing through any control more than once – 1 Fail per offence
- g. Failure to obtain a signature for a code board at the next manned control – 1 Fail per offence
- h. Failure to note information on a code board, or noting information incorrectly – 1 Fail
- i. Wrong approach to, or departure from, any control – 1 Fail
- j. Not complying with a reasonable instruction by an official, providing warning is given that a penalty will be applied – first offence, 1 Fail; second offence – DISQUALIFICATION
- k. Controls situated at the end of a Standard Section – early arrival, 2 minutes per minute (where timed to the minute), or 2 seconds per second (where timed to the second); late arrival (where timed to the minute) – 1 minute per minute; where timed to the second – 1 second per second
- l. Controls situated at the end of a Neutral Section – early arrival, 1 Fail; late arrival, no penalty, but any lateness incurred will be cumulative towards maximum permitted lateness
- m. Controls situated at the end of a Transport Section – making up more than the permitted time allowed, or accepting a time earlier than their scheduled time – 1 Fail; late arrival, no penalty, but any lateness incurred will be cumulative towards maximum permitted lateness
- n. Reporting at any control outside maximum permitted lateness – DISQUALIFICATION
- o. All the following will carry a penalty of DISQUALIFICATION

i) Failure to stop at any junction where competitors are instructed to do so ii) Entering an area designated as Out of Bounds

- iii. Breach of Technical Regulations concerning the use of lights, or breaching the Construction and Use of Vehicles regulations
- iv. Excessive noise, excessive speed or driving in a manner likely to bring the sport into disrepute v) Damaged or ineffective silencer system
- vi. Damage to car in excess of that defined in NCR Ch 14 App 5 Art 11.5
- vii. Receiving assistance contrary to NCR Ch 13 App 3 Art 12.1 (d) viii) Unauthorised alteration of Time or Passage card

- ix. Not reporting at any Main Control
- x. Breach of regulations Ch 13 App 2 Art 2.26 (13.2.2.26), Ch 13 App 9 Art 4 (13.9.4), Ch 13 App 3 Art 12.1c (13.3.12), Ch 13 App 3 Art 12.1.i (13.3.12), Ch 13 App 5 Art 11.3 (13.5.11) xi) Using tyres other than those marked at scrutineering
- xi. Entering results room without permission.
- xii. Ties will be resolved by furthest cleanest, smaller engine size or any other method decided on by the organisers. Provisional results will be displayed at the Finish, as soon as possible after maximum permitted lateness of the last car, in accordance with NCR Ch 3 App 6. Any protests must be made in accordance with NCR Ch 2 App 9, in writing, and handed to one of the Clerks of the Course or Stewards. Competitors must not, under penalty of disqualification (as per n) xi) above), enter the results room unless invited by the Stewards, or one of the Clerks of the Course. The organisers reserve the right to cancel sections of the event, should they deem it fairer to do so, force majeure notwithstanding. Time controls where, in the organisers' opinion, inaccurate times may have been given, will be considered as passage controls. A copy of all results will be available to download online within fourteen days of the event (from the MTC1.UK website).

11. Scrutinising

Scrutineering will be in accordance with the Road Traffic Act General Regulations Section C and the Technical Regulations of Motorsport UK. Cars will also be required to undergo a Noise Test prior to Scrutineering, and any vehicle recording over the prescribed limit, at two thirds maximum engine speed, will not be permitted to start. Noise checks may be carried out en route and at the Finish. Any vehicle failing either the Noise Test or Scrutineering will not be permitted to start, nor be entitled to any refund of entry fee. Attention will be paid to the following at Scrutineering:- a) All tyres must be e-marked, including spare wheels, and comply with current requirements (at the time of publication of these regulations). All tyres on the vehicle, plus any spares being carried in the vehicle, will be marked at scrutineering, and only these may be used on the event.

- b. Brakes – where hydraulic handbrakes are fitted, a cable system must also be fitted AND be operational
- c. Lights – must comply with the Road Traffic Act; no more than four forward facing lights to be fitted, excluding sidelights and indicators; spotlights must extinguish on dipped beam; reversing lights not to exceed 24 watts total and be fitted with an illuminated switch if independently operated; all indicators, sidelights, brake lights and number plate lights to be working. No excessive steering play
- e. Flexible fuel lines must be secured with steel clips
- f. Washers, wipers and horn to be operational
- g. Battery must be secure and earth lead coloured yellow, and with the positive terminal insulated h)

Seats must be secure; rear seats must be fitted

- i. No loose items within the vehicle, or in the boot
- j. Throttle linkage to be in good order
- k. A maximum of two spare wheels may be carried and must be securely located. l) First Aid kits must be carried

- m. Warning triangles must be carried
- n. Spill kits must be carried, as per NCR Ch 13 App 15 Art 6 (13.15.6) and Ch 7 App 2 Art 22 (7.2.22)
- o. A minimum of one “hi vis” tabard must be carried in the vehicle
- p. Cars to be in possession of a current MOT (which must be shown to a scrutineer), and have a current valid road fund licence
- q. Vehicle Registration Document must be produced to a scrutineer. If this is not in the name of the driver on the event, written proof must be shown that the car is being used with the permission of the owner
- r. Bodywork and paintwork to be in good serviceable order
- s. Air filters must be fitted
- t. No radio transmitting devices may be fitted. Competitors may carry mobile phones, but they must be SWITCHED OFF for the duration of the event, and must ONLY be used in the event of an emergency i.e. to summon help after retiring from the event and/or to contact any of the emergency services should the need arise
- u. No temporary parts may be fitted to silencer systems, in order to help meet the noise levels for the event
- v. No additional fuel may be carried by competitors in containers. Fuel may only be that which is in the fuel tank. Any competitor found to be carrying fuel cans/containers, of any description, will be disqualified from the event.

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- 12. Controls There will be 6 types of control – Main Control, Time Control, Passage Control, Route Checks, and DSO and Secret Checks.
- 13. At each Main and Time control, the marshal will enter the time shown on the control clock and sign the competitor’s time card in the appropriate place when the time card is handed to the Marshal.
- 14. At Passage controls, the marshal will sign the passage card only.
- 15. At any Route Check, or in the event of any unmanned Passage Controls, a code board may be used, which will display numbers and/or letters, which must be recorded in the appropriate space and signed for at the **next** manned control,
- 16. Whether Time or Passage (DSOs will NOT countersign code board details). Any controls visited out of order will be deemed not to have been visited at all. At DSO Checks, the location of which will not be known in advance by competitors, the control board will be at the site of the control. Competitors must stop and obtain a signature before proceeding. Sections of the route will contain not on map triangles; these controls or checks will have a control radius of 3 metres. They will be identified on the route card and accompanying handout, and be preceded by a control board on the correct direction of approach. All controls will open 30 minutes prior to the due time of car 0 and close 30 minutes 59 seconds after the due time of car 75.
- 17. A competitor who causes any form of harassment to any marshal/official, or who remains in a control area subsequent to an instruction to depart, will be reported to the Stewards and may be disqualified from the event. It is not the duty of any marshal to interpret regulations or any other written instructions. It is the competitor’s responsibility to read and understand any regulation or notice. If in doubt, please ask at the start. Any altered time card will be accepted ONLY if alterations are initialled by the marshal at that particular control. It is the competitor’s responsibility to ensure

that the marshal initials the card; any competitor who alters a card, forges a signature, or defaces it, will be disqualified.

12. Timing The event will use the scheduled timing method. Timing will be by digital clocks, using BBC time. Competitors are advised to set their watches at the start of the event. Standard Sections are sections where a penalty will be applied for late or early arrival. Timing at any time controls on such sections will be when the time card is presented to the marshal, NOT when the competitor passes the control board. Competitors may NOT reduce lateness at such controls, and may wait for a later time, providing they do not block the road for other competitors or road users. Neutral Sections will be deemed QUIET sections and are used to take the event through densely populated areas or PR-sensitive areas. Competitors must proceed with the minimum of noise, in a high a gear as possible and within any designated speed limits for the area. They are timed at a low average speed and must be traversed without the use of auxiliary lights, except as permitted by law when driving in fog, should such conditions arise. There will be no penalty for reporting late at the end of such sections, but any lateness incurred will be cumulative towards that competitor's maximum permitted lateness. Any lateness incurred elsewhere cannot be recovered on Neutral Sections. Transport Sections – there will be ??? of these sections on the event, where competitors may recover lost time. Competitors may also be instructed to reduce lateness at certain points en route. Competitors may, if they wish, miss one or more controls. They will be penalised in accordance with paragraph 10 of these regulations for every control missed. If they rejoin at a control at the end of a Standard Section, they will be permitted to restart, without further penalty, at any time between their original scheduled time and their maximum permitted lateness, this being in relation to their original scheduled time. If they rejoin at the end of a Neutral Section, they will only be allowed to restart without further penalty at their official corrected time, taken at the last timed control they reported at within their maximum permitted lateness. 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 time allowed for that section will be taken as the time recorded at the last control, ignoring the seconds.
13. Insurance No blanket cover will be provided for this event. Competitors are, therefore, responsible for arranging their own cover, The competitor will be required to sign a declaration at the start confirming that they have sufficient cover in place.
14. Damage All competitors must complete a damage declaration form at the finish of the event. Should any competitor retire from the event, the form must be signed, stating reason for retirement and location, or last control visited, and this must be forwarded to the Entry Secretary within 72 hours of the event.
15. Pace Notes The use of pace notes and/or any map marking, other than those supplied by the organisers, is expressly forbidden. Navigation on the event must be carried out only using the maps inspected at signing-on by the organisers. Any other form of navigation will be classed as pace notes and will result in the exclusion of that competitor. Checks will be carried out during the event.



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General Building & Maintenance

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16. Driving Standards Observers Competitors who fail to stop when requested by a DSO will be reported to the Clerks of the Course, and may be subsequently disqualified. The presence of a “DSO” board will indicate the presence of such an official in that area.
17. Any other form of outside assistance, will NOT be permitted during the event. Competitors may, however, work unaided, and may borrow tools or equipment from fellow competitors only. The penalty for infringing this regulation is DISQUALIFICATION.
18. Data Protection In relation to your entry for the event, we collect and hold certain data that you have provided

on your entry and signing-on forms. Personal data includes any data that relates to an individual and can be linked to them, such as their name, address, phone number(s) and email address. Under the General Protection Regulation (GDPR), we are required to have your consent to Gwendaeth Valley and Ammanford Motor Clubs holding such data, which will be used by us in connection with the event, to enable us to administer the event and as required by Motorsport UK regulations. In submitting the entry form for this event, you are confirming that you consent to us holding and using your personal data in connection with the event and also, that you have told the person whose details you have provided as a contact in the case of an emergency that their information is held by us.

12. Photographs

Official photographers for the event will be :

ASport Photography

Alun Rees Photographs

Brian Gilbert

Photography