



VSCC Welsh Regularity Rally. October 8 and 9 2016

Pre-event Information and Joining Instructions

Thank you for entering this event. The organisers would appreciate your views on this rally in that it differs from the usual VSCC format with its concentration run, more time for social interaction, no significant navigational challenges, an emphasis on timing, and a modified awards structure. A brief questionnaire will be enclosed with the results, which we hope you will complete.

Saturday 8 October

In order to qualify for the Sunday's part of the event competitors are given the task of covering at least 100 miles, from their own self-chosen starting point during the day, in order to reach Presteigne between 3.30pm and 5.00pm. This may be driven single handed if so wished.

The Finish of this Concentration Run will be at the Scout Hut in Went's Meadow which is on the B4355 on the western fringe of the town. *Map reference 148 SO 309648.*

Your mileages will be validated by the presentation of dated till receipts as collected at your start, and at any turning points en-route. The straight line distances between such points will then be measured to establish your completion of the 100-mile requirement.

Tea for a crew of two is included in the entry fee, but additional teas at £5 per head for any additional crew members may be purchased on the day. The High Street in Presteigne is the traditional evening gathering point for those participating in the Welsh weekend; muddy trials cars and crews now likely to be joined by the somewhat cleaner cars of the rallyists. Here the Radnorshire Arms is a popular place to eat in the evening and a three course dinner inclusive of coffee has been arranged at a price of £19.95 per head. There are two sittings-at 6.30pm and 8.30 pm. Bookings should be made direct with the Hotel - tel: 01544 267406 or by email at info@rahwales.com
Alternatively, there are a number of pubs serving food in the area.

Should your car have a mileometer it would be wise to check its accuracy against those used by the regularity run organisers. There is a mileage check to allow this as follows:

Turn left out of Wents Meadow and immediately left (Signed Presteigne and Kington B4355). Follow this by-pass road around the edge of the town, ignoring a left hand fork and all other junctions off, until in approx 1.2 miles you reach a roundabout. *OS map 148 ref 321634.* Drive completely around this to return by the route you have just covered, and thus back into the gateway at Went's Meadow. Mileage = 2.5 miles.

Sunday 9 October

Scrutineering will commence at 08.30hrs, back at the Scout Hut. (See the SRs re the fire extinguisher requirement). Once scrutineered all crew members should sign on in the hut. This should be at least 30 minutes before your due starting time.

Car No 1 will start at 09.31hrs, Car 2 at 09.32. hrs ...and so on.

You are also advised to inspect the event notice board for any last minute instructions.

At Signing On you will be issued with your time card, and the schedule of the speeds that will be set for the 8 timed sections of the rally (hence there are 8 Time Controls at which you must stop) and *outline* speed tables to cover speeds of between 16mph and 24mph.

At the Time Controls there will be notices indicating the due time of Car No 1. Add your own competition number to these times to determine how early or late you may be.

The timed sections will be between 3 and 15 miles long, and on the longer ones there will also be a Time Check board at an intermediate point to allow you to see how late or early you may be running. Examples of such boards will be on display at the Start.

At your start time report to the Start Desk in the Scout Hut to collect your road book. This is deemed to be the first Time Control and you will be timed from here.

The road book will give straightforward plain language directions to allow you to follow the route, plus the few abbreviations that will be used (e.g. SO= Straight On).

The whole of the route may be followed on the Ordnance Survey Landranger map Sheet 137, which while not essential might be a useful optional extra. In the road book a few map references are provided as rejoin points should you need to miss part of the route to catch up on time. A maximum lateness of 30 minutes applies.

The route is some 60 miles long and finishes at Cwm Whitton Farm *Map 148 ref SO 273684*, approx mid way between Presteigne and Knighton. It only passes one petrol station, soon after the start, so you are advised to set out with fuel for at least 100 miles. There is a petrol station in Presteigne High Street which is normally open over the weekend.

Cars should finish at Cwm Whitton from about 12.30 hrs and where the closing sections of the Trial are being held. Refreshments will be available.

Entry List

No	Driver	Navigator	V	Car	CC	Year	Due Start Time at Route Handout
1	Renshaw (Robert) R.	Liz Renshaw		AUSTIN 4 SEAT TOURER	747	1932	09.31
2	Stirling (Hugh) H.G.	Jacklin Candy		ALVIS SPEED 20 TYPE SA	2511	1932	09.32
3	Wigglesworth (Peter) P.R.E.	Mrs Sadie MULLARD	V	FORD FORDOR TOWN SEDAN	3300	1930	09.33
4	Godwin (Peter) P.R.	Dorinda Godwin		ALFA ROMEO 6C 1750 GRAN TURISMO	1750	1930	09.34
5	Clear (Allen) A.A.	Meirwen Clear		RILEY MKIV TOURER	1087	1929	09.35
6	Edge (Ray) J.R.	Mrs Ann Edge		BENTLEY 3.5 LITRE	3669	1935	09.36
7	Tushingam (Roger) R.	Alison Tushingam		MG MIDGET PB	929	1935	09.37
8	Thorp (Neil) N.	Pamela Gledhill		SINGER 9 SPORTS COUPE	972	1934	09.38
9	Harris (Keith) K.	Brian Reeves		ALVIS 12/50	1645	1926	09.39
10	Britcher (Robert) R.G.	Ms Angela HODGSON	V	LANCIA AUGUSTA	1196	1935	09.40
11	Webber (John) J.C.	Maurice MILLAR	V	ALVIS SPEED 20	3571	1934	09.41
12	Galliers-Pratt (Anthony) A.	Fiona Galliers-Pratt		BENTLEY 3/4.5 LITRE	4500	1926	09.42
14	Leach (Chris) C.B.	Jill Leach		ALVIS 12/50 DUCKS BACK	1648	1924	09.44
15	Zaidmann (George) G.	Anne-Marie Jones		TRIUMPH GLORIA VITESSE	1765	1938	09.45
16	Yates (Ben) B.	Roger Gibbins		SUNBEAM 20.9 HP	2920	1928	09.46
17	Corney (David) D.J.	MartinTrentham		WOLSELEY HORNET SPECIAL	1604	1933	09.47
18	Street (Peter) P.J.R.	Richard DELAHAY	V	RILEY 9 MONACO	1100	1930	09.48
19	Scott (John) J.G.	Deborah Scott		RILEY SIDEVALVE TOURER	1645	1926	09.49
20	Brookes (Valerie) Mrs V.	Nigel Brookes		AUSTIN 7 GORDON ENGLAND	747	1929	09.50
21	Huxley (David) D.J.E.	Jane Martindale		ALVIS TJ 12/50	1645	1931	09.51
22	Lamb (David) R.D.	Ian Standing		RILEY IMP	1087	1934	09.52
24	Hatton (Mark) M.P.	Mandy Hatton		ROLLS-ROYCE 20/25 COUPE	3669	1929	09.53
25	Hills (Tim) T.J.	Harry Hills		AUSTIN HEAVY 12/4	1660	1925	09.54
26	Brough (Matthew) M.I.	Ian BROUGH	V	AUSTIN 7 TOURER	747	1929	09.55
27	Kay (Carol) Mrs C.	Stephen KAY	V	AUSTIN 7 RUBY	747	1935	09.56
28	Fussell (Michael) M.J.	tba		RENAULT 13-9	2200	1921	09.57
29	Hyland (Frank) K.F.	Alan ATKINSON	V	ALVIS SILVER EAGLE SPORTS	2148	1929	09.58
30	Collins (Felix) W.F.K.	Alan Varco		ALVIS SPEED 20	2511	1934	09.59
31	Cartney (Mike) M.W.	Elaine Cartney		RILEY 9 MONACO	1087	1932	10.00
32	Filsell (David) D.O.	Prucilla Llewelyn		CLYNO 10.8 4 SEATER TOURER	1368	1927	10.01
33	McCreath (Bill) W.J.	Alan Grimley		RILEY LYNX	1100	1933	10.02

Additional Information

1. Amendments & Additions to Supplementary Regulations

Secretary of the meeting; Dave Salmon
MSA Certificate of exemption; 97404
MSA Permit No. 97083

2. Non Starts

If you find that you are unable to start the event, please advise as soon as possible at the Club Office on 01608 644777 ext 4 until 1100 on Friday 7 October 2016.

3. Roadworthiness

You are reminded that it is the competitor's responsibility to present the car in a fully roadworthy condition and properly equipped to take part in this event. Competitors are reminded of the following MSA Blue Book references: **H.32.1.5, H.32.1.6, and H.32.1.7**

4. Alcohol Breathalyser Test

In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to an alcohol breathalyser test as required. The Club approved equipment used for testing are 'AlcoSense Ultra' breathalysers within valid calibration periods of their current calibration certificates. Calibration and maintenance of the devices will be undertaken by AlcoSense Breathalysers. A Driver or Official who is considered to be possibly unfit due to consumption of alcohol will not be permitted to participate. Such persons may request a re-test after a period of at least 60 mins. If the Driver or Official is still considered unfit following the second test he/she remains ineligible to participate. Should a Driver not participate in either qualifying or a race / timed run due to the possibility of being unfit due the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of Course. In addition to the test, the Clerk of the Course and/or the Secretary of the Meeting may, at their sole discretion, direct that a test be carried out on any Driver or Official at any time during the meeting should they consider there are grounds for doing so. The results of all breathalyser tests remain confidential between the Secretary of the Meeting, the Clerk of the Course and the Driver or Official concerned. Refusal or withdrawal of consent to take a breathalyser test will be treated as a failure of the test and the Driver or Official shall be excluded from participation at the meeting.

5. Individual Third Party Insurance

REIS is now providing this Blanket Cover Note for the Club under the **Motor Sports Road Traffic Scheme** at a cost of £25.00. This will provide Competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the Event. Automatic acceptance will be given to all competitors meeting the following criteria

- Age 19 or over
- Has held a full licence for a minimum of 6 months
- Has no more than 6 points on their licence
- Has had no more than 1 fault claim in the last 3 years

Anyone falling outside these limits should contact the Motorsport Team on 0115 965 1030 at least one working day prior to the event.

6. Safety, Health, Environment & Fire (SHEF) – Policy Statement

It is the Policy of the Vintage Sports-Car Club (the Club) to operate in a positive culture of safety, health, and environmental protection throughout its entire business and sporting activities. To this end, the Club will coordinate all relevant activities under the collective heading of Safety, Health, Environment and Fire, or 'SHEF'. The Club fully recognises the potential risks in its activities, the application of relevant legislation, and that it has the ultimate legal responsibility in these matters both in the workplace and at the Club's events. Accordingly, the President accepts overall responsibility for policy formulation and effective implementation of that policy. In turn, all employees, competitors, officials, and volunteer helpers are responsible for all SHEF duties allocated to them, either directly, or as a result of the Club's SHEF policy. Members of the public at Club events, whether paying or not, will be advised of their responsibilities as a result of their decision to spectate. In pursuance of this policy, the Club will progressively identify all hazards and take measures to reduce risk. Motor Sport is spectacular and exciting, providing enjoyment to competitors and spectators alike, but there are many aspects of the sport which carry inherent risk. Much of this risk cannot be eliated totally, and the emphasis must therefore be placed on controlling the risk through effective risk management systems. The purpose of such Risk Management will be eliation of the risk where possible, or to reduce the risk to levels which are demonstrably As Low As Reasonably Practicable (ALARP) where it cannot. Throughout all of its activities, the Club will appoint an appropriate number of competent persons to implement the Club's SHEF procedures. In addition, a number of SHEF committees are established to ensure proper consideration of all risk factors, Committee members and other competent persons may be employees or volunteers. Competence will be guaranteed by formal training, the maintenance of records and, for motor sports events, full compliance with the rules and regulations of The Motor Sports Association (MSA), the governing body of the sport in the UK, and the venue owners.