



**TARGA OULTONIAN**  
**(DAY/NIGHT RALLY)**

**Oulton Park, Tarporley, Cheshire**  
**Saturday 10 June**



Photo: Sawers

# **Supplementary Regulations**

The Vintage Sports-Car Club is proud to be associated with our Principal Associates

**Bonhams**

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CLASSIC CAR INSURANCE



The Vintage Sports-Car Club Ltd  
**TARGA OULTONIAN  
(DAY/NIGHT RALLY)**



Saturday 10 June 2017

MSA Permit Number - 100489

Held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations

### Introduction

**Targa Oultonian** is a radically different event that should appeal to a wide spectrum of members. It is a day/night rally which will allow entrants to experience rallying in the dark without the cold weather of the Measham and will also allow all involved some sleep. The aim is to provide a less intense, more relaxed, rally for all (but the experts) with straight forward instructions and more time to socialise. There will be two options:-

1. The traditional VSCC 'Competitive Classes' for regular Experts, Semi-Experts and Novices.
2. An enhanced 'Champagne Class' which will provide newcomers, beginners and those who want an enjoyable drive in stunning countryside, with a straight forward Roadbook which will (virtually) guarantee you will not get lost!

This is an ideal event for all abilities catering for those who are new to rallying, those who have tried rallying before but are anxious about moving into the competitive classes and experts.

The rally is based around the VSCC race meeting at Oulton Park and will provide members with a full 'Vintage Weekend'. Entrants may also compete in the Oulton Park Autosolo or Cheshire Life Concours event earlier in the day. Entrants to the rally will receive two tickets to the race meeting included in their entry fee.

### Supplementary Regulations

1. The Vintage Sports Car Club will organise a Clubman's Permit Vintage Navigation Rally on 10 June 2017, based at Oulton Park, Tarporley, Cheshire CW6 9BW. OS map 117: 588 653. The meeting will be governed by the General Regulations of The Motor Sports Association (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.

MSA Event Number – **tba**

MSA Permit Number – 100489

2. The route will be approximately 90 miles long using all coloured roads.
3. Map number **117** will be required.  
The OS have recently reprinted their Landranger series. Map 117 should be marked 'Revised November 2012, reprinted with new legend and cover February 2016'. The front of the map should have a blue patch marked. **NOW INCLUDES MOBILE DOWNLOAD.**
4. The event is only open to all fully elected members of the organising Club, who have paid their 2017 subscription, and members of the Preston & District Vintage Car Club, Lancashire Automobile Club and Chester Vintage Car Club who are invited to participate in the Champagne Class.
5. The programme of the meeting will be:

1600hrs Scrutineering and Signing-on opens at The Fogarty Moss Suite

1730hrs Route instructions available

1831hrs Car 1 starts first half.

2231hrs Car 1 starts second half.

2400hrs (approx) Car 1 due to finish

6. The Event will consist of four Classes as follows:

Class Number	Class Name	Plotting Time (each half)	Eligibility
Class 1	Expert	10 Mins	Open to all crews

Class 2	Semi-Expert	20 Mins	Open to any crew where neither member has won a First Class award in a Semi-Expert (or equivalent) class or any award in an Expert (or equivalent) class on a VSCC rally in the previous two years, other than a team or marque award.
Class 3	Novice	30 Mins	Open to any crew where neither member has won any award on a VSCC rally (excepting Class 4) in the previous three years, other than a team or marque award.
Class 4	Champagne	30 Mins	Open to any crew. This Class is particularly aimed at beginners, newcomers and those wanting a more relaxed less intense rally. The Champagne Class will receive a straight forward Roadbook, containing easy to use instructions. Class 4 will run at the lower average speed, but will still be a Rally and not a Tour. There are no restrictions to entrants, any Pre-war car may be used (so no need for a Buff Form) and there are no classification awards in this class. The PDVCC, LAC and CVCC will be invited clubs to take part in the Champagne Class. There will be no advance plotting required but time to familiarise yourself with the Roadbook.

7. The Event will consist of two average speed categories

Category No	Category Name	Average Speed	Eligibility
1	SC1	Will run between 15-30mph	All other vintage and PVT cars
2	SC2	Will run between 15-28mph	Cars entered in Classes 1 and 2 defined as Edwardian and Vintage Light Cars and all 2 wheel braked cars.  All cars in Classes 3 & 4.

The Organisers reserve the right to re-classify entries and Speed Categories at their discretion.

8. In the First Half:-

Classes 1 - 3 will have similar basic instructions featuring techniques, as explained 'Finding Your Way', with some subtle differentiation and different plotting times.

Class 4 (Champagne Class) will receive easy to follow, straightforward instructions in the form of a Roadbook. Class 4 will pass through the Time Controls and note down Route Boards passed en route. Assistance with time keeping will be given in Champagne Class instructions.

In the Second half:-

Instructions for Classes 1 – 3 will be all grid references similar to the Measham, while Class 4 (Champagne Class) will receive instructions in the form of a marked up map;

Apart from a 'rometer', pencils and eraser, no additional navigational instruments will be required. A torch or similar lighting will be required for the second half.

9. Awards will be presented as follows:

- A Bottle of Champagne to the winner of the Champagne Class
- First, Second and Third Class awards based on performance within Class to driver and VSCC member navigators, counting towards end of year 'Best in Class' Awards.
- Most Meritorious Performance - at the Organisers' discretion
- A Team Award to the three-car team with the best aggregate total—Competitive Classes.
- A Team Award to the three-car team with the best aggregate total - Champagne Class.
- The Northern Jug to the driver of the overall winning car
- The J R Potter Trophy to the best Novice driver in Class 3
- An Award will be made to the best performance in classes 1-3 who are dual members of both the VSCC and PDVCC.
- A Bottle of Champagne will be awarded to the best performance by a PDVCC crew in the Champagne Class
- A Bottle of Champagne will be awarded to the best performance by a LAC crew in the Champagne Class
- A Bottle of Champagne will be awarded to the best performance by a CVCC crew in the Champagne Class
- An award will be made to the best performance by a Junior Navigator (12-18)
- A number of 'fun awards' will be made at the organisers' discretion.

Teams of three cars may be nominated on the event entry form. Alternatively, team entries will be accepted at signing-on, up to 15 minutes before the first car starts. Competitive Class teams may only include one Expert Class entrant per team.

The Champagne Class Team Award is for Class 4 only.

Each entrant may be in only one team. The team entry fee (payable only at signing-on) is £6.00.

Competitors in the Expert, Semi-Expert and Novice class are eligible to accrue points towards the annual aggregate Rally Driver and Navigator Awards.

10. The Entry List opens on publication of these Regulations and closes on 29 May 2017. The entry fee is £85.00. This includes some

food for the event (for a team of two). Additional passengers can order food at £15.00 per head (payable at the Start). The food provided will be tea, coffee, juice, bread and cheese, cake all afternoon in the Divers' Club; a one course, pasta based meal and drink at half-way and a drink, biscuits at the finish. We hope everyone will enjoy socialising by taking up the opportunities to use the facilities of the \Drivers' Club and Foggerty Moss suite during the day. More details about the catering will be available nearer the time of the event, including vegetarian alternatives.

11. Expert, Semi-Expert and Novice Class cars must comply with the VSCC's Eligibility of Cars (2013), and have an Eligibility 2000 Document for the car entered lodged with the VSCC office before the entry will be accepted.  
The Champagne Class is open to any pre-war car, with no requirement for an Eligibility Document to be filed.  
All vehicles must comply with MSA Technical Regulations, All competing cars must comply with current legislation covering Road Fund Licence including changes that came into effect from 1<sup>st</sup> October 2014. It is the Competitors' responsibility to ensure their vehicle complies with the Road Traffic Act(s) and must be insured for 'Rally Use'. Carrying a securely mounted serviceable fire extinguisher is recommended. NB: The VSCC do not allow powder extinguishers, Halon/BCF types, as these are not allowed in the UK.
12. The maximum entry for the meeting is 40, the minimum is 25. Entries will be selected in line with the Club's policy, should the event be oversubscribed. Entries will be acknowledged (D16.1) by return and the entry fee may be refunded if the entry is cancelled before the closing date or if the event is cancelled. Entries withdrawn after the issue of Competitors' Instructions are subject to an administration fee in line with published Club policy.
13. The Secretary of the Meeting to whom all entries must be sent is:- Andrew Tarring, VSCC, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL. Cheques should be made payable to the VSCC Ltd.
14. Officials:
 

Club Steward	tbc	Clerk of the Course	Martin Jelley
Deputy Clerk of the Course	Nigel Fraser	Chief Marshal	Mike Holland
Chief Timekeeper	Jane Bickerstaff	PR Liaison Officer	Peter Jelley
MSA Chief Scrutineer	tbc	Safety Officer/Driving Standards Observer	Stuart Moore
15. Provisional results will be published as soon as possible after the event. A copy of the results will be sent by post or email within 7 days of the event. (D26.1.3)
16. Competitors will be issued with rally plates, competition numbers and preliminary rally information at signing-on.
17. Competitors will be identified by numbers provided by the organizers. These must be fixed to the front and rear of the car before the start and removed at the finish or on retirement from the event. (R6.1)
18. Car Number 1 will start at 1831hrs with the rest following at 1 minute intervals. Your start time is calculated by adding your start number in minutes to 1830hrs. E.g. Car 23 will start at 1853hrs. Competitors will be required to make up lateness at the restart after halfway. (R12.6)
19. Marking and Penalties will be as MSA. General Regulations R13 except as modified below (items in brackets refer to MSA Competitors & Officials Yearbook Section R, Chart 13 reference):

Item	Description	Penalty
a)	Late arrival at a time control (j)	1 Minute
b)	Early arrival at a time control (h)	1 Minute
c)	Missing a Route Check, Passage Control, or Secret Check or copying the code onto the time card incorrectly (d)	10 Minutes per Offence
d)	Passing a Control Twice (c)	15 Minutes per Offence
e)	Entering a Control from the wrong direction (c)	15 Minutes per Offence
f)	Missing a Time Control (b)	45 Minutes per Offence
g)	Loitering (defined in SR26)	45 Minutes per Offence
h)	Covering the distance between two consecutive time controls over 4 miles apart in less than $\frac{3}{4}$ of the time allowed (l)	45 Minutes per Offence
i)	Breach of any statutory requirement concerning the driving of a motor vehicle, including failure to observe mandatory road signs (k)	200 Minutes per Offence
j)	Driving in a manner likely to bring the club and/or motorsport into disrepute or making excessive noise (m)(n)	Exclusion

k)	Using any global or other positioning and/or measuring device (defined in SR27)	Exclusion
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20. All other General Regulations of the MSA apply as written, except for the following, which are modified:

- a) **G11** Driving Standards Observers will be appointed as Judges of Fact.
- b) **R5.4.3** Only the entrant may drive during the competition.
- c) **R10.4.5** Average Speeds for Speed Category 1 will not exceed 30 mph. Average Speeds for Speed Category 2 will not exceed 28 mph.
- d) **R11.1** Manned controls will open 15 minutes before the due time of car 1 and close 31 minutes after the due time of the last car.
- e) **R12.2.1 & R12.2.2** Scheduled Timing will be used. The time recorded will be the time that the car stops at the control. Competitors early or late at a control may be an equal amount early or late at a succeeding control without further time penalty.
- f) **R12.8.3** Competitors will be timed to the previous whole minute by the Marshals' official time pieces. (A clock will be on display at the start to enable you to set your watch to 'Rally Time'.)
- g) **R11.3** Controls and route checks will be established on the route. The position of these may not be disclosed in advance. Checks will be either manned points (Passage Controls), or unmanned (Route Checks) which will consist of Route Boards bearing code letters which must be copied exactly onto your time card, in the correct place, to avoid penalty.
- h) **R15.2.2** Ties will be decided by the 'furthest cleanest' method, should this fail to resolve the tie the older car will win.
- i) **H.32.1.5. (ROADWORTHINESS)** An entrant shall, before the event, satisfy himself as to the eligibility and safety of the vehicle and safety equipment and the competence of its driver.
- j) **H.32.1.6. (ROADWORTHINESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.
- k) **H.32.1.7. (ROADWORTHINESS)** The act of presenting a vehicle and safety equipment for official scrutiny shall be deemed a declaration of its fitness and eligibility for the event and an acceptance of the consequences of such a declaration not being valid

21. Competitors' Instructions will be emailed or posted approximately 10 days before the event and posted on the Club's website for members to read. These Instructions will include an entry list by Class and Speed Category entered. Competitors wishing to change Class or Speed Category must notify the Secretary of the Meeting no later than 5pm on the Monday before the event. Any changes requested after this time will be at the discretion of the Steward.

22. All Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers. If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes purchase cover via the organisers then they can do so prior to the event at an additional cost of £25 providing they comply with the following.

**Age 19 years or over**

**Has held a full licence for a minimum of 6 months**

**Has no more than 6 points of their licence**

**Has had no more than 1 fault claim in the last 3 years**

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event. The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

23. There will be no penalty for bringing your car to the event on a trailer. Trailers, tow cars and tender cars **MUST NOT** be brought to the Start / Finish car park near the Foggerty Moss Suite. Secure trailer parking will be available elsewhere at Oulton Park. Further details and whereabouts of scrutineering will be in the Final Instructions

24. 'Finding Your Way'. If you would like a copy of this introduction to rally navigation and timing by Dick Patten & Robert Ellis simply email [Comps@VSCC.CO.UK](mailto:Comps@VSCC.CO.UK) , or please enclose a 9 x 4 SAE with your entry form and request a copy.

25. The event will count towards the Club's annual trophies.

26. Loitering is defined as deliberately attempting to gain a time advantage by driving unduly slowly, or stopping, within direct line of sight along the road preceding the Control (other than to obey traffic regulations/road conditions). Penalties will be applied as detailed in SRI9(h).

27. Competitors will be required to complete a declaration regarding the use of Navigational Aids as part of the event entry form, confirming they understand the following regulations and the associated penalties for breach of this regulation. 'Using any global or other positioning device (R18.6.4), any car-driven distance recorder or average speed calculating device of post-1940 design, and/or any digital display clock, calculator or other device which is attached to the car.'
28. The Organisers' mileages shall be deemed correct and are not subject to protests.
29. Force Majeure notwithstanding, the Organizers reserve the right to delete penalties at any control or check and/or delete any part of the route from the results if they deem it fairer to do so.
30. Any notice displayed at the start or en-route bearing an official's signature shall have the same authority as these SR's.
31. Any appeal or protest must be lodged in accordance with C5 & C6.
32. A range of accommodation is available in the area.  
Chester Visitor Information Centre can be contacted at [Visitchester.com](http://Visitchester.com) or call them on 08456 477868

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## **SAFETY, HEALTH, ENVIRONMENT AND FIRE (SHEF) AT THE VINTAGE SPORTS-CAR CLUB (VSCC) AND DURING VSCC EVENTS**

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 eliminated 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 elimination 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.