



The Targa Oultonian Rally

Oulton Park

Saturday 10 June 2017



Photo: Sawers

Marshals Instructions

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
The Targa Oultonian 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



Marshals Instructions

Version Two

Many thanks for volunteering to marshal on the Targa Oultonian Rally. Enclosed in these instructions you will find all of the information you require to reach the event, sign-on and marshal successfully.

1. Event Timetable

1200hrs	Rally Registration opens (see below)
1700hrs	Scrutineering Opens next to the Fogarty Moss Centre
	Marshals' Signing On opens in Fogarty Moss Centre
1715hrs	Competitors' Signing On Opens in the Fogarty Moss Centre
1931hrs	Car 1 starts first half
2155hrs (approx)	Car 1 finishes first half
2316hrs	Car 1 starts second half
0045hrs Sunday (approx)	Car 1 finishes second half

2. Event Locations

The event is based around the Vintage Race Meeting at Oulton Park, Tarporley, Cheshire CW6 8BW. OS map 117: 588653

Arrival at Event & Registration Procedures

If you arrive earlier than Marshals' Signing-On time ie to watch the racing etc please register at the Signing-On desk in the Fogarty Moss Centre where you will be given a pass to allow access to the Drivers' Club hospitality.

Please proceed to signing-on and then to the Marshal's briefing where we will issue you with your control details, check sheets, control boards and your control clock. **Please Sign-On between 1700 and 1800** in order to allow yourself time to complete signing-on and then travel to your marshalling location, which maybe some distance from the start/finish venue.

3. Refreshment

Marshals on Targa Oultonian will have access to the Drivers' Club situated in a marquee in the paddock where complimentary drinks and light refreshments are available. You may need to show a pass (to be collected at Registration see 2 above)

You will also have access to the members Lounge in the Fogarty Moss Centre where refreshments may be purchased. Refreshments may also be purchased in the Chequers Restaurant.

You may wish to provide your own refreshments to sustain you whilst out on a control, however a **Free** meal is available to all Marshals in Chequers Restaurant at the halfway-halt (however some of you will not be able to get back to take up this) consisting of:

Roasted Vegetable Pasta Bake served with chips, coleslaw and garlic bread or
Beef Lasagne served with chips, coleslaw and garlic bread,
including a soft drink or tea/coffee

4. Map Editions & Equipment

Maps and directions to your controls will be provided at Signing-On. Please ensure you bring with you the following equipment

- Basic Pencil Case including a number of ball point pens
- Torches
- Clip Board
- Warm Waterproof Clothing
- Hammer

5. Petrol

Fuel, toilets, shop etc are available at the Shell Service Station at Sandiways MR.117: 593704 (Junction of A49 and A556). This garage is open 24hours.

6. Control Set-Up/Break Down

Once you have reached your control area please set up your control board as detailed in the instructions you have collected at signing-on. Please ensure that marshal's cars are parked to avoid blocking the control area or private drives. Competing cars will start to approach your control area from approximately the designated times you have been issued with, however please be aware competitors may be early or late. Please ensure you record all times and check sheet details clearly in order to allow accurate result processing. Once you have processed all of the competing cars please remain at your control location until the Course Closing Car reaches you, at which point they will stop and advise you that your control is closed. Please ensure your check sheets are returned to the organisers according to your control instructions as they are a crucial part of the results calculation process. If you are running another control in the second half and the Closing Car is very late, leaving you little time to drive to your next post, you may leave your TC and proceed to your next duty.

7. Control Procedure

Control Boards should be placed before the control in a clearly visible position, up to a maximum distance of 50 yards distance. This is a Regularity Rally, which means that competitors get penalized for being late OR early and thus it is important to time them accurately.

All cars must be timed at the moment they **STOP** in the control area, or if there is already at least one car in the control, stopping immediately behind the rearmost car. It is the time that each car stops that must be recorded, (**NOT** the time when the marshal reaches the car!). If a string of cars arrive together, the individual stopping time of each car must be recorded. The time recorded will be that of the 'previous whole minute'. This means the time that was on the clock at the time of the car stopping, ignoring the seconds. *E.g. if the car stops at 02.23.47, the time recorded is 02.23.*

A new duty on this rally is to Strike Through and Initial any spaces on the Competitors' Time Cards where they should have entered a Code Word and haven't. This will be explained at the Marshals' Briefing and practised with the Opening Car.

8. Loitering (L)

Until braking to stop at the control a car must not slow distinctly after spotting the control in a **deliberate** attempt to arrive in the control at a later minute. If this practice is witnessed, the **L** marker should be circled on the Time Card. However please do bear in mind that many of our cars are not very fast! Cars running slowly can continue slowly! There has to be a very obvious attempt to slow down markedly to gain a time advantage, so no over officiousness please.

9. Wrong Direction of Approach (WD)

Should the car approach the control from the wrong direction as indicated on your control sheet, the **W** marker should be circled on the Time Card. Even if a competitor drives past without stopping and returns later, the Time Card must be marked with a Wrong Direction indication.

10. Useful Numbers

Clerk of the Course	Martin Jelley	07757 812703
Deputy Clerk of the Course	Nigel Fraser	07932 103815
Chief Marshal	Mike Holland	07754 680490
Chief Timekeeper	Jane Bickerstaff	07894 734422
PR Liaison Officer	Peter Jelley	07757 812704
Secretary to the Meeting	Andrew Tarring	07938 451828

11. Marshals' Draw

We are pleased to advise that you will be entered into the traditional marshals' draw to win a bottle of champagne.

12. Controls, Checks & Boards

The event will consist of the following types of controls, one of which you will be marshalling at.

TC – Time Controls

Purpose = to check the competitors are maintaining accurate average speed between undisclosed control locations and arriving on their individual due times.

Timing Accuracy = previous whole minute

Location = Start, during the route, halfway halt and finish

Maximum Allowed Lateness = 30 minutes

PC – Passage Control

Purpose = to check competitors have taken the correct route particularly round 'little triangles'. Marshals will indicate on the Time Cards if the competitor has arrived from the correct direction.

Timing Accuracy = None

Location = 2 places in the second half

13. Complaints from the public

Navigational rallies pass along public roads and in order to help ensure that such events can continue we abide by an MSA code of conduct. Should you be unfortunate enough to encounter an unhappy local member of the public, please follow the guidelines below:

1. Inform them that the event is perfectly legal and authorised.
2. You may quote the MSA permit no for the event – 100489
3. You may quote the MSA RLO's route authorisation number for the event – 27810JUI0
4. The local police authorities are fully aware of the rally and we have complied with all their requirements
5. On no account make any promises on behalf of the organising team and the VSCC!

Should anyone remain unhappy, unconvinced, or worse, abusive, please refer them to the Clerk of the Course or Secretary of the Meeting. If necessary we will arrange to visit them afterwards.

At all times remain polite and helpful!

14. Abuse

Should any competitor be abusive to you or any of your marshals in respect of any timing decision or any other decision please telephone the Clerk of the Course or Chief Marshal as soon as possible. The MSA does not tolerate any abusive language or behaviour.

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

The Vintage Sports-Car Club's 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 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.

Entry List

No	Class	Speed	Driver	Navigator	Car	ccS	Reg	Year	
1	1	1	Webber (John) J.C.	Maurice MILLAR	ALVIS SPEED 20	3571	AYN 14	1934	Spl
2	1	1	Rood (Graham) Dr. G.M.	Thomas CAMPBELL	RILEY SPORTS	1726	BWM 242	1936	Spl
3	1	1	Ellis (Robert) R.F.	David KIRKHAM	FRAZER NASH SUPER SPORTS	1991	DS 8808	1929	Spl
4	1	1	Garfitt (Mark) M.R.	Dood PEARCE	FRAZER NASH/BMW 319/55 SPORTS	1911	FMC 119	1937	Mod
5	1	1	Abel (John) J.R.	Andy Pullan	LAGONDA LG 45	4500	GPA 189	1937	
6	1	1	Knight (David) D.R.	Miss Annabel JONES	FRAZER NASH SUPER SPORTS	1496	UU 9422	1928	Std
8	2	1	Bramhall (Sean) Mr S.	Norman Jones	TRIUMPH GLORIA SPECIAL	1604	CTO 700	1936	Spl
9	2	1	Jones (Tim) T.S.	Ms Matilda JONES	VAUXHALL 30-98 WENSUM	4224	FY 2022	1925	Mod
10	2	1	Marsh (Richard) C.R.	William MARSH	VAUXHALL 30-98	4396	HBM 111	1923	Mod
12	1	2	Lees (Tony) A.E.J.	Andrew DUERDEN	VAUXHALL 30-98	4500	H 8455	1920	Mod
14	1	2	Swales (Jonathan) J.C.	Mrs Sue SWALES	AUSTIN 7	747	OU 8655	1930	Std
16	2	2	Renshaw (Robert) R.	Liz Renshaw	AUSTIN 4 SEAT TOURER	747	JK 2676	1932	Mod
17	2	2	Cooke (Stuart) S.E.	Peter BOOTH	MORRIS SPORTS COWLEY	1550	CD 6385	1921/25	Mod
18	2	2	Bradshaw (Adrian) A.C.	Mrs Nettie BRADSHAW	SINGER JUNIOR SALOON	848	GS 2324	1930	Std
20	3	2	Turley (Jonathan) W.J.	Harriet Turley	ALVIS 12/70 SPECIAL TOURER	1842	DWK 558	1938	Mod
21	3	2	Wadsworth (Tim) T.	Brian Green	LAGONDA 2 LTR L/C TOURER	1954	GP 793	1930	Mod
22	3	2	Cawley (Andy) A.M.	Wilf Cawley	FRAZER NASH SUPER SPORTS	1496	PE 4734	1925	Std
23	3	2	Yeeles (Jonathan) J.P.	Gareth Eggar	MORRIS COWLEY	1500	NF 9170	1927	Std
24	3	2	Williams (Nicolas) N.	James Wood	MORRIS SPORTS TOURER	1802	VJ 762	1928	Std
26	4	2	Saunders (Brooke) J.B.	John Price	FRAZER NASH/BMW 319/55	1971	ANP 171	1936	Mod
27	4	2	Prest (Richard) R.B.	Allan JUDSON	MORRIS COWLEY BULLNOSE	1479	AX 9257	1926	Std
28	4	2	Kay (Stephen) S.	Peter Shaw	AUSTIN 7 RUBY	747	BFJ 143	1935	Inv
29	4	2	Brown (Edward) E.	Victoria Barrell	BENTLEY DERBY	4345	CVY 837	1939	tba
30	4	2	Parker (Richard) R.M.	Charles BARKER	ALVIS 12/50		VC 6754	1930	tba
31	4	2	Sanders (Paul) P.A.	Mrs Hilary SANDERS	AUSTIN 7 ULSTER REPLICA	747	OX 2805	1930	Mod
32	4	2	Edwards (James) J.	Angus FROST	MORGAN FAMILY	980	UN 4231	1930	tba
33	4	2	de Little (Cressida) Miss C.		DELAGE				