



THE VINTAGE SPORTS-CAR CLUB

CHESHIRE RALLY Bickerton, Cheshire

24 OCTOBER 2020



Photo; Bertram Hill

SUPPLEMENTARY REGULATIONS

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Vintage Sports-Car Club Ltd

CHESHIRE RALLY

Saturday 24 October 2020

MSUK Permit No – I18183 Vintage/ I18184 Navigation

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



ORGANISERS' NOTE:

Due to the Coronavirus pandemic a number of changes have had to be made to the original plans for the Cheshire Rally. These are to conform to latest MSUK/government guidelines and are aimed at keeping competitors and officials safe. The situation is fluid with frequent changes to guidance. We will keep entrants informed if any further changes are necessary. If the event has to be cancelled entry fees will be returned.

Introduction

This year's Cheshire Rally follows a similar format as the 2018 Bowland Rally. It is a different event that should appeal to a wide range of abilities. The aim is to provide a less intense, more relaxed, day out for all (but the experts) with straight forward instructions and time to socialise. There will be several options as follows:-

1. **The Trophy Class.** Is open to any fully paid-up VSCC member in an eligible car that has a 'Buff-Form'. This class is aimed at experienced rally crews who want a 'full-on' rally. The winner of the 'Northern Jug' can only come from this class. Instructions will be as explained in 'Finding Your Way'. Entrants in the Trophy Class will get 15 minutes plotting time.
2. **The Clubman Class.** Is open to any fully paid-up VSCC member in any pre-war car (Buff-Form not necessary). This class involves straight-forward map reading and is aimed at those with some rally experience. Instructions will ONLY take the form of grid references, tulip diagrams and map features (as found on the key). There will be 30 minutes plotting time for entrants in the Clubman Class.
3. **The Champagne Class.** Is open to any fully paid-up VSCC member in any pre-war car (Buff-Form not necessary). This class is ideal for newcomers, beginners and those who want an enjoyable drive in beautiful countryside. Instructions will be in the form of a straight forward Road Book containing clear TL, TR instructions, tulip diagrams and a marked up map. Hints will be given with timing. Champagne entrants will get 45 minutes to familiarise themselves with their instructions. We can (virtually) guarantee you will not get lost!

Classes 2 and 3 are ideal for both those who are new to rallying and also for those who have tried rallying before but are anxious about moving into the competitive Trophy class.

In addition there will similarly defined classes for entrants from Invited Clubs (and VSCC members) driving cars as defined below.

Historic Cars

Entrants are welcomed from the invited clubs below (or the VSCC) driving early post-war historic cars that fit the following definition:

Historic Category 1 Road Rally Cars: All post war cars manufactured before 1 January 1968 and any car manufactured after 1968 that is of a type made before that date. Also eligible are any pre 1940 cars (without a VSCC Buff-Form) entered in the Expert Class (equivalent of Trophy Class)

NB. The Trophy Class is sub-divided into two classes (Speed – Fast or Slow) as per the definition below.

Supplementary Regulations

1. The Vintage Sports Car Club will organise a Clubmans Permit Vintage Rally and a Clubmans Permit Navigational Rally on 24 October 2020, based at Bickerton Village Hall, Long Lane, Bickerton, Malpas, Cheshire, SY14 8AU. OS map I17: 509½57.

The meeting will be governed by the General Regulations of Motorsports 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.

MSUK Event Number – 284120C24

MSUK Permit Number Vintage Rally – I18183

MSUK Permit Number Navigational Rally – I18184

2. The route will be approximately 80 miles long using coloured roads only.
3. OS I:50,000 Landranger Map Number I17 will be required.
Map I17 should be marked 'Revised October 2012, reprinted with new legend and cover February 2016'.
4. The event is only open to all fully elected members of the organising Club, who have paid their 2020 subscription, and members of the following invited clubs:
Airedale & Pennine Car Club
Bentley Drivers Club
Fell Side Auto Club
Historic Rally Car Register
Ilkley & District Motor Club
Inter-Register Club
Kirkby Lonsdale Motor Club
Knutsford & District Motor Club
Lancashire Automobile Club
Loughborough Motor Club
MG Car Club
Preston & District Vintage Car Club
Ripon Motor Club
Saltire Rally Club

5. The programme of the meeting will be:
0930 Scrutineering opens at Bickerton Village Hall.
0945 Onwards - Arrival at Bickerton Village Hall. Any Competitor who has not arrived 30 minutes before their start time may be excluded.
1100 Car 0 starts first half.
1330 Car 0 finishes first half.
1400 Car 0 starts second half.
1445 Car 0 finishes second half
1600 Depart

NB The first 'half' is approx 60 miles and the second 'half' is approx 20 miles.

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

Class Number	Class Name	Plotting Time	Eligibility	Speed Category
Class 1F	Trophy	15 mins	Open to all crews (Speed Class One)	SC1
Class 1S	Trophy	15 mins	Open to all crews (Speed Class Two)	SC2
Class 2	Clubmans	30 mins	Open to all crews (Speed Class Two)	SC2
Class 3	Champagne	45 mins	Open to all crews. (Speed Class Two)	SC2

7. The Invited Event will also consist of four Classes as follows:

Class Number	Class Name		
Class 4F	Invited Expert (Fast)	SC1	Historic cars as defined above plus all other Vintage (Pre-1931) and Post-Vintage Thoroughbred Cars (without a Buff-Form)
Class 4S	Invited Expert (Slow)	SC2	Cars defined as Edwardian (Pre-1918), Vintage Light Cars and all 2 wheel braked cars (without a Buff Form) The two Invited Expert Classes will have the same instructions and plotting time as the Trophy Class (above)
Class 5i	Invited Clubmans	SC1	Will receive same instructions and plotting time as Clubmans Class (above)
Class 6i	Invited Champagne	SC1	Will receive same instructions and plotting time as Champagne Class (above)

8. The Event will consist of two average speed categories

Category No	Category Name	Average Speed	Eligibility
1	SC1	Will run between 20-30 mph	All other vintage and PVT cars All Historic cars
2	SC2	Will run between 18-28 mph	Cars entered in Classes 1, 2 & 4B defined as Edwardian or Vintage Light Cars and all 2 wheel braked cars. All cars in Class 3.

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

9. Apart from a 'roamer', pencils and eraser, no additional navigational instruments will be required. Average-speed tables will be useful. The organisers will supply basic average speed tables along with the other paperwork distributed at Signing-On. You may prefer to use your own.

10. Awards will be presented as follows:

- Bottles of Champagne to the winners of the Clubmans and Champagne Classes and to the Invited Experts Class
- First, Second and Third Class awards based on performance within the Trophy Class to drivers and VSCC member navigators.
- Most Meritorious Performance - at the Organisers' discretion
- The Northern Jug to the driver of the overall winning pre-war car (Trophy Class)
- The J R Potter Trophy to the best Novice driver in Class 2
- An award will be made for the best performance by a Junior Navigator (12-18)
- A number of 'fun awards' may be made at the organisers' discretion.
- There will be a Marshals' Draw with a Bottle of Champagne for the winner

Competitors in the Trophy Class would usually be eligible to accrue points towards the annual aggregate Rally Driver and Navigator Awards. NB All aggregate awards have been cancelled for 2020 due to the lack of events caused by the pandemic.

11. The Entry List opens on publication of these Regulations and closes on Friday 25 September 2020. The entry fee is £90. This includes **a packed lunch each** (for a team of two). Additional passengers will be able to order a packed lunch. More details about the catering will be available nearer the time of the event, including vegetarian alternatives. Each entry must be made on an official entry form or on-line and be accompanied by the appropriate fee.
12. Trophy Class cars must comply with the VSCC's Eligibility of Cars (2013), and have an Eligibility 2000 Document for the car entered before the entry will be accepted. The Clubman and Champagne Classes are open to any pre-war car, with no requirement for an Eligibility Document to be filed. All vehicles must comply with MSUK Technical Regulations, All competing cars must comply with current legislation covering Road Fund Licence including changes that came into effect from 1st 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'. It is mandatory for competitors to carry a securely mounted fire extinguisher of a minimum size of 1.75 litres of AFFF or similar. Powder and BCF are specifically banned. NB: The VSCC do not allow powder extinguishers, Halon/BCF types, as these are not allowed in the UK.
13. The maximum entry for the meeting is 60, 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.
14. 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.
15. **A number of changes have been made to the VSCC's usual practice in running a rally to follow government guidelines and MSUK's guidance, Getting Back On Track, on re-starting motor sport after the pandemic. As much event paperwork as possible will be issued by email several days before the event. This will include Final Instructions (including average speeds, Black Spots, Score Cards and other preliminary information, competition numbers etc). These should be printed off by competitors and brought with them to the rally. Competitors will also receive an emailed declaration form which includes a self scrutineering statement, Covid-19 health statement, names and**

contact details of crew members and emergency contact details etc. This declaration **MUST** be completed and returned to the Secretary of the Meeting prior to the event. The declaration will replace the usual Signing-On routines. Please note this form is mandatory – **NO form NO start**. As you will have self certified that your car is in a roadworthy, legal condition scrutineering at the start will be brief. Scrutineers will look at the car from a distance checking lights and horn. The only paperwork given out at the start will be Route Instructions and Road Books.

At Time Controls marshals **WILL NOT** mark times on competitors' score cards. They will record the time of arrival on their master score sheet, which will be used to work out results. These times will be communicated to the crews who can note them on their score cards for their own information and use. We are looking at ways for competitors to communicate the code words from RBs to the organizers, possibly electronically, after returning to the finish.

NB. SOME OF THE ARRANGEMENTS MADE TO BE COVID COMPLIANT MAY BE CHANGED BEFORE THE EVENT AS CIRCUMSTANCES AND GUIDELINES ARE LIABLE TO CHANGE. ANY ALTERATIONS WILL BE COMMUNICATED TO COMPETITORS AS SOON AS POSSIBLE.

16. Officials:
- | | | | |
|----------------------------|----------------|---|---------------|
| Club Steward | Kraig Mycock | Clerk of the Course | Martin Jelley |
| Deputy Clerk of the Course | tbc | Chief Marshal | tbc |
| Chief Timekeeper | Andrew Tarring | PR Liaison Officer | Peter Jelley |
| MSUK Chief Scrutineer | tbc | Safety Officer/Driving Standards Observer | Stuart Moore |
17. **It is unlikely provisional results will be available on the day.** 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)
18. **Competitors will be identified by numbers emailed out by the organizers and printed by the competitors.** 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)
19. Car Number 1 will start at 11.01hrs with the rest following at 1 minute intervals. Your start time is calculated by adding your start number in minutes to 11.00hrs. E.g. Car 29 will start at 11.29hrs. Competitors will be required to make up lateness at the restart following the 'comfort halt'. (R12.6)
20. Marking and Penalties will be as MSUK General Regulations R13 except as modified below (items in brackets refer to MSUK 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)	Each Additional Crew Member over the age of 12 (Trophy and Clubmans only) Unlimited additional passengers allowed for Novices and Champagne Classes.	10 Minutes per Person
d)	Missing a Route Check, Passage Control, or Secret Check or copying the code onto the time card incorrectly (d)	10 Minutes per Offence
e)	Passing a Control Twice (c)	15 Minutes per Offence
f)	Entering a Control from the wrong direction (c)	15 Minutes per Offence
g)	Missing a Time Control (b)	45 Minutes per Offence
h)	Loitering (defined in SR26)	45 Minutes per Offence
i)	Covering the distance between two consecutive time controls over 4 miles apart in less than ¾ of the time allowed (l)	45 Minutes per Offence
j)	Breach of any statutory requirement concerning the driving of a motor vehicle, including failure to observe mandatory road signs (k)	200 Minutes per Offence
k)	Driving in a manner likely to bring the club and/or motorsport into disrepute or making excessive noise (m)(n)	Exclusion
l)	Using any global or other positioning and/or measuring device (defined in SR27)	Exclusion

21. All other General Regulations of the MSUK apply as written, except for the following, which are modified:
- G11** Driving Standards Observers will be appointed as Judges of Fact.
 - R5.4.3** Only the entrant may drive during the competition.
 - 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.
 - 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.
 - 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.
 - 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'.)
 - 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.
 - R15.2.2** Ties will be decided by the 'furthest cleanest' method, should this fail to resolve the matter a tie will be declared.
 - H.32.1.5. (ROADWORTHYNESS)** 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.
 - H.32.1.6. (ROADWORTHYNESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.
 - H32.1.7. (ROADWORTHYNESS)** 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
22. 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.
23. 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 to 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.

24. There will be no penalty for bringing your car to the event on a trailer. If you are able to park trailers, tow cars and tender cars elsewhere please do so. There is limited parking space for trailers, tow cars and tender cars at the Start/Finish venue. Competitors will be asked to indicate on the Declaration Form if they are planning to bring tow cars etc, to give the organisers an indication of how many to expect.
25. '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 , or please enclose a 9 x 4 SAE with your entry form and request a copy, or download by [CLICKING HERE](#)
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 SR.19(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.

PRE-WAR ENTRANTS (CLASSES 1,2 &3) 'Use of **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' IS PROHIBITED.

ENTRANTS IN THE INVITED / HISTORIC CLASSES (4-6) are allowed to use a Halda, Brantz or similar device driven by the car that measures distance. Dashboard mounted digital clocks/ watches are also allowed. Electronic devices that can calculate average speeds or locate position by satellite (either car mounted or separate) are **NOT** allowed. Entrants **MUST** either: disconnect any equipment of this kind or seal and tape it up so that it cannot be used, and declare as such on their pre-event declaration.

28. The Organisers' mileages shall be deemed correct and are not subject to protests.
29. *Force Majeure* notwithstanding, the Organisers 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.

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 Motor Sports UK (MSUK), the governing body of the sport in the UK, and the venue owners.

P. Tunnicliffe, President, November 2019



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Competitor Form
Main Driver

Competitor/Process Number	
Full Name	
Address	
Contact Number	
Date of Birth	
Vehicle Make/Model	
Registration	

Co Driver (only complete should this person be sharing the driving with the main driver)

Competitor/Process Number	
Full Name	
Address	
Contact Number	
Date of Birth	
Vehicle Make/Model	
Registration	

Reis Motorsport Insurance Unit 4 Wheatcroft Business Park, Landmere Lane, Edwalton, Nottingham NG12 4DG

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