



THE LIGHT CAR & EDWARDIAN SUMMER RALLY

ABNEY, HOPE VALLEY, DERBYSHIRE

SUNDAY, JUNE 25TH 2023

SUPPLEMENTARY REGULATIONS

Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these supplementary regulations

Supplementary Regulations

1. The Light Car and Edwardian Section of the Vintage Sports-Car Club will organise a Clubman's Permit Vintage Navigational Rally on Sunday 25th June 2023, starting from, and finishing at Whitegate Farmhouse, Abney, Hope Valley S321AH. Map Reference 119/199800.

The meeting will be governed by the General Regulations 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.

MSUK Event Number 28764JU25 MSUK Permit Number Navigational Rally - TBC

The route will be less than 60 miles long using good, surfaced roads.

2. OS 1:50,000 Landranger Map No. 119 (Recent edition) will be required for this event.
3. The event is only open to members of the Section of the Vintage Sports Car Club and LCES who have paid their current subscriptions. All cars must comply with the Section eligibility rules.
2. In order to take part in any Motorsport UK event it is now a requirement for all Drivers and Passengers over 17 yrs to hold at Minimum an RS Clubmans digital licence. These are free and easy to acquire all you need to do is complete the application form linked below, and Motorsport UK will send you a copy of the licence via email within a day or two of your application. If you already hold a Motorsport UK licence at this grade or higher then there is no need to apply for the RS Clubmans Licence.

[RS Clubman \(motorsportuk.org\)](https://www.motorsportuk.org) Participants under 18years do not require an MSUK licence.

5. The programme of the meeting will be:
0800 Venue and Scrutineering open.
10.30 Car 0 departs first half (control just outside the village)
12.00 approx. Car 0 arrives at the lunch halt
13.40 Car 0 departs second half
1500 approx. Car 0 arrives at the final time control.
15.15 Car 0 arrives back at Abney
3. The event will consist of three classes as follows:
 1. Edwardians
 2. Cyclecars
 3. Light carsAll as defined by the LCES

The above will be subdivided as follows, according to the status of the navigator:

E: Expert,

N: Novice

An expert is someone who has finished in the first five of an LCES rally, or the first ten of a VSCC rally. Navigators with "form" will be classified at the organisers' discretion.

6. The event will consist of a single speed category, provisionally 18 mph throughout.
7. Apart from a pencil, eraser, and roamer no other devices are required. A simple speed table will be provided.

10. Awards.

First overall driver: the Lady Rachel Trophy

First LCES navigator: The Navigators' Trophy

1st, 2nd, and 3rd Class awards as appropriate.

11. Compliance.

All cars must be taxed and insured for the public highway. Insurance must include rally use. The foregoing to be self-certified. It is recommended that all cars carry a serviceable fire extinguisher. The minimum age for any passenger is 12years. Competitors will, be supplied with numbers which must be affixed to the front and rear of the car and removed at the finish or on retirement.

12. Officials.

Club Steward. Tbc.

Secretary to the meeting: Adam Jones, Highfield Farm, Whitbourne, Worcester WR65RU
LCESCompSec@ gmail.com

Clerk of the Course and Timekeeper: Tim Cork. timcork724@gmail.com 07947896254

Chief Marshal: Richard Marsh

Scrutineer (MSA) Stuart Baxter

13. Car number 1 will start at 10.31 and thereafter at minute intervals. The Entry Fee is £ 40.00 per to include two snack lunches, and must be paid together with a completed application form . Please comply with the instructions on the Entry Form.

14. 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 Mark per minute
b)	Early arrival at a time control (h)	1 Mark per minute
C	void	
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)	30 Minutes per Offence
h)	Loitering (defined in SR25)	30 Minutes per Offence
i)	Covering the distance between two consecutive time controls over 4 miles apart in less than $\frac{3}{4}$ of the time allowed (l)	30 Minutes per Offence
j)	Breach of any statutory requirement concerning the driving of a motor vehicle, including failure to observe mandatory road signs (k)	30 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 SR26)	Exclusion

1. All other General Regulations of the MSUK 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 will not exceed 18 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 (Time and Passage Controls) or unmanned Route Checks which will consist of Route Boards bearing code letters/numbers which must be copied exactly onto your timecard, 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 matter it will be determined in favour of the oldest car after which a tie will be declared.
- i) **H.31.1.5. (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.31.1.6. (ROADWORTHINESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event.

H31.1.7. (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. Event scrutineering will be limited to confirming that the vehicle is the one entered and has no fuel leaks, a throttle return spring, and a secure battery.

15. Competitors instructions will be **DESPATCHED BY EMAIL** approx. 10 days before the event.

16. There is no fuel station on route. Facilities in Chapel-en-le-Frith, Bamford, Hathersage, and Calver will be advised in the Final Instructions. Carry enough fuel for 60 miles.

17. No supplementary distance recorders or average speed instruments are allowed, whether fixed to the car or handheld, including mobile "app" or similar.

18. Route Handouts will consist of simple "No Trick" instructions, see below. Apart from two brief instances, all roads are coloured. Experts will receive 15 minutes plotting time, Novices 30 minutes, at the start of each half.

19. The organisers' times and mileages shall be deemed correct and not subject to protest.

20. Force Majeure notwithstanding the organisers reserve the right to delete penalties at any control or check should they deem it fairer to do so.

21. Provisional results will be announced as soon as possible at the end of the event and be circulated and published 7 days later.

22. A range of accommodation is available locally, we suggest you look for 'Hope Valley Accommodation' or similar. There are plenty of hotels, B&B's, Pubs, Holiday Cottages, etc. And of course you are most welcome to camp Chez Marsh, tent, camper van, whatever.
23. Walkers, Cyclists, and Horses can be expected at places along the route. Please give them consideration. Refrain from consuming alcohol or taking drugs whilst taking part.
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CATERING.

There will be a jolly dinner served in Whitegate Farm Workshops on the Saturday evening. As before, High Quality Pie, Mash, Vegetables and Gravy followed by Dessert. Tea, Coffee and soft drinks provided. Options will be available. Bring along any other drinks and glasses of choice. The cost is just £15.00 per person please indicate numbers on your Entry Form and aggregate with your Entry Fee. At halfway, refreshments are being provided by Monyash Village Hall by way of a cup of tea or coffee, a sandwich, sausage roll and a bun, or similar. At the finish, tea and scones will be available back at Abney, with a cash donation to Derbyshire Air Ambulance by way of payment.

Navigation Instructions

There will be no Herringbones, Clock Faces, or similar "Bletchley Park" conundrums.

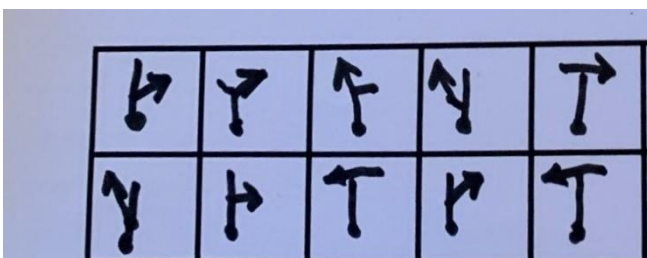
You will be asked to cross **Gridlines**, or drive through **Grid Squares**.

Pass through Spot Heights such as **.234 .345** and similar

Pass through **words** or **letters** where they impinge on the road

Pass landmarks such as 

Use "**Tulip**" diagrams. You are at the ball, travel in the direction of the arrow.



Pass **through junctions** according to their **colour**. You enter the junction by the **first** letter and leave by the **last**. For instance:

BBY – travelling on a brown road, turn onto a wide yellow road

YYYy at a yellow crossroads, turn onto the narrow yellow road.

BYYB travelling on a brown road, at a cross roads with two yellow roads, continue on the brown road.

All much simpler than the VSCC regular events. Ask if you are unsure.

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

The VSCC Policy Statement

The Directors and trustees of The Vintage Sports-Car Club (VSCC or The Club) recognise and wholeheartedly accept their moral and legal obligations and responsibilities with regard to health, safety and the environment.

It is the Policy of the VSCC 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'. It is the policy of the VSCC to take all reasonably practicable steps to:

- Provide adequate control of the health, safety and environmental risks arising from our activities; ● Consult with our employees on matters affecting their health and safety; ● Provide and maintain safe plant and equipment; ● Ensure safe handling and use of substances; ● Provide information, instruction and supervision of employees; ● Ensure all employees are competent to do their tasks, and to give them adequate training; ● Prevent accidents and cases of work-related ill health; ● Maintain safe and healthy working conditions; ● Protect the health and safety of others who may be affected by our activities;
- Deal with waste and pollution in an environmentally responsible manner; ● Review and revise this policy as necessary at regular intervals.

In pursuance of this policy the Club will progressively identify all hazards, assess the risks 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 risks. These risks cannot be totally eliminated and emphasis must therefore be placed on controlling the risks through effective risk management systems. The purpose of such Risk Management will be elimination of the risk where possible or reduction of the risks So Far As is Reasonably Practicable (SFARP) where it cannot.
