Cotswold Historic Rally

Saturday 2nd July 2022

Tavern Motor Club

Supplementary Regulations

Welcome to the 2022 Cotswold Historic Rally organised by Tavern Motor Club on Saturday 2nd July 2022.

Tavern Motor Club was founded in 1963 and is well known for running Motoring News events such as the Rallye Bristowe, as well as various Stage Rallies and more recently Targa Rallies.
The Rallye Bristowe in the 1990's were some of the first Historic Road Rallies.

Following the success of last year's event, we are planning a similar event this year.
The event will comprise 9 Tests at 3 venues on a variety of surfaces (tarmac, concrete and gravel) together with 6 Regularities covering around 90 miles in a total route of 175 miles.

The event is a round of the 2022 Motorsport News HRCR Clubmans Road Rally Championship.
There is also a Clubman event aimed at the more inexperienced competitor, with a complete Roadbook covering the Test, Regularity and Road Sections, so no plotting is required.

We are expecting a high demand for entries, so early entry and payment is advised. The Entry Fee is the same as last year at £160 (plus an optional donation to the two local Air Ambulance Charities that we are supporting) and will include the usual morning coffee, lunch and evening meal.

We have a different start venue, Cirencester Rugby Football Club, The Whiteway, Cirencester, GL7 2ER.
The first car will start at 8:30am with half the Regularities and half the Tests before lunch near Malmesbury. The afternoon route will follow a similar format with another 3 Regularities and the rest of the Tests before returning to the Rugby Club for an evening meal around 5pm (for the first car).

For the latest news please visit our website www.tavernmotorclub.co.uk
We all look forward to seeing you on Saturday 2nd July 2022.

Gavin Rogers and Tavern Motor Club

Great Western
Air Ambulance Charity

Wiltshire
Air Ambulance
funded by you, flying for you

1. Announcement
Tavern Motor Club will organise and promote the Cotswold Historic Road Rally.
An Interclub Status Historic Road Rally held on Saturday 2nd July 2022.
A Clubman Status Historic Road Rally open to any member of Tavern Motor Club held on Saturday 2nd July 2022.
1.1 The Interclub event will be a round of the 2022 Motorsport News HRCR Clubmans Road Rally Championship.

2. Jurisdiction
The rally will be held under the General Regulations of Motorsport UK (Incorporating the provisions of the International Sporting Code of the F.I.A) and these Supplementary Regulations and any other instructions that the Organisers may issue.

3. Authorisation

Motorsport UK Permit Number	Interclub	126587
	Clubman	126588
D.O.E Authorisation		28592JY2
2022 Motorsport News HRCR Clubmans Road Rally Championship		17/2022

4. Eligibility - Competitors
The Interclub event is open to:
- All members of the organising club
- All fully elected members of a motor club who are members of ASWMC, ACSMC, AWMMC, or WAMC.
- All registered contenders in the 2022 HRCR Clubmans Road Rally Championship.

All crew members must produce a valid Motorsport UK Competition Licence (minimum RS Interclub) and Club Membership card at signing on.

The Clubman's event is open to fully elected members of Tavern Motor Club. Membership of Tavern Motor Club (valid until 31st December 2022) can be applied for with your entry for £5.00 per person.
All crew members must produce a valid Motorsport UK Competition Licence (minimum RS Clubman) and Club Membership card at signing on.

5. Eligibility - Cars
All cars must comply with Motorsport UK Technical Regulations R19 (Historic Road Rally).

Vehicle noise must not exceed 98dB(A) @ 2/3rd of max rpm at 0.5 metres. There will be noise tests before and during the event.

Competitors will be required to present a current MOT certificate (unless exempt), the Vehicle Registration Document (V5) as proof of period authenticity and must have valid road tax.
Those requiring waivers in accordance with R19.5.1 must complete the relevant section of the entry form.
Competitors are also reminded of the need to carry a small spill kit as per GR R18.6.5.

Motorsport UK Regulations can be found here Motorsport UK Bluebook 2022

6. Entries
Entries open on Wednesday 4th May 2022 at 7pm and close on Saturday 18th June 2022.
The entry fee is £160

Entry can be either electronic or printed:
Electronic Entry is recommended

1. Electronic entry via the event webpage www.tavernmotorclub.co.uk and payment via bank transfer payment (or cheque, see below) to the following:
   Account Name: TAVERN MC EVENTS AC 2
   Bank: Nat West
   Sort code: 52-10-05
   Account number: 01322680
   Please use your first name and surname for the reference e.g. GAVINROGERS. You should allow the usual 3 working day period for the fee to be received.
2. Printed entry forms to be accompanied by a cheque payable to 'Tavern Motor Club' should be posted to the Entries Secretary, Denise Desbois, Cotswolds Entries Secretary, Hylands, Longleat Lane, Holcombe, Somerset, BA3 5DU

Payment by Bank Transfer is recommended as cheques take longer to arrive through the post. Cheques will be banked on receipt.
Entries will be accepted in order of receipt, providing payment of the entry fee has been received in full within 72 hours of receipt of entry (this is to allow for the vagaries of the UK banking system).

Entries withdrawn in writing before the closing date for entries will be entitled to a complete refund less £15 to cover administration costs.
Entries withdrawn after the closing date may be refunded at a rate at the organisers discretion.

An accepted entry is linked to the driver. Once an entry is accepted the driver cannot be changed without withdrawing and resubmitting the entry. The navigator and / or car can be changed.

The organisers reserve the right to postpone, abandon or cancel the event or any part of the event for any reason. In the event of cancellation or postponement for more than 24 hours the organisers reserve the right to retain a sum not exceeding £15 per entry to cover administration costs.
In the event of the rally being cancelled through lack of entries all money will be refunded. General regulation D29 refers.

The Maximum entry is 75 cars and the Minimum is 40. The minimum entries per class are 5. The organisers reserve the right to amalgamate the classes should the minimum class requirement not be met. The organisers reserve the right to cancel the event if less than 40 cars are entered.
Any entries received after the event is full will be held as Reserves.
The organisers reserve the right to refuse an entry without giving a reason.

Tickets for Coffee, Lunch and Evening Meal are included in the Entry Fee. Vegetarian options will be available. Breakfast rolls will be available at the Start from Cirencester Rugby Football Club at your own expense.

Data Protection Act 2018

Tavern Motor Club will hold personal information about all entries and must comply with the Data Protection Act 2018. Tavern Motor Club have produced a Privacy Notice which explains what we do with your personal information, photographs and videos, and your rights under the Data Protection Act.
The Privacy Notice: It is available to view on the Club's website (www.tavernmotorclub.co.uk) or a copy can be supplied on request by contacting Phil Beckham at 1 Silverlow Road, Nailsea, Bristol, BS48 2AD or by email at p.beckham@blueyonder.co.uk

7. Classes

M1: Masters in Pre-68 Category 1 cars
M2: Masters in 1968-74 Category 2 cars
M3: Masters in 1975-81 Category 3 cars
M4: Masters in 1982-85 Category 4 cars
M5: Masters in 1986-90 Category 4B cars

N1: Novices in Pre-68 Category 1 cars
N2: Novices in 1968-74 Category 2 cars
N3: Novices in 1975-81 Category 3 cars
N4: Novices in 1982-85 Category 4 cars
N5: Novices in 1986-90 Category 4B cars

E1: Experts in Pre-68 Category 1 cars
E2: Experts in 1968-74 Category 2 cars
E3: Experts in 1975-81 Category 3 cars
E4: Experts in1982-85 Category 4 cars
E5: Experts in 1986-90 Category 4B cars

C1: Clubman Class

The organisers reserve the right to amalgamate or split classes as appropriate based on the entries received

Master: A crew where any member has had four or more finishes in the top 10 places overall of a National B, Interclub or higher status Historic Road Rally in the role in which they have entered, in the last 4 years.
Expert: A crew which does not qualify as a master, or novice in the role in which they have entered.
Novice: A crew in which no member has had four or more finishes in the top 25 places overall of a National B, Interclub or higher status Historic Road Rally in the role in which they have entered, in the last 4 years.

8. Programme

Noise and Scrutineering will take place from 18:00 to 20:00 on Friday 1st July, followed by Documentation and Roadbook collection.
Scrutineering, etc, may be arranged on Saturday morning, by appointment only, from 07:30
There will be trailer parking at the start / finish venue.
Any crew who have not completed their documentation by 30 minutes before their due start time may be excluded.
Car 1 will start at 08:31 from Cirencester Rugby Football Club. Cars will start at one minute intervals. Tests may be started at 30 second intervals, or as instructed by the start marshal.

9. Start Order

Competitors will be seeded based on the information provided on the Entry Form and from information which may be found elsewhere, for example, rally and championship results.

10. Route

The Route will be approximately 175 miles in total, including approximately 90 miles of Regularity and 9 Special Tests on private land.
The finish will be at Cirencester Rugby Football Club with Car 1 due around 17:00.

The event uses O. S. Landranger Series 1:50,000 scale maps 162, 163, 172 and 173 latest editions.
Only a few miles of route are on map 162 so a map extract will be provided.
The correct route shall be the shortest route by any road or unrestricted byway marked on the map between controls, avoiding all Blackspots, and complying with the route instructions.
Maps are not required for the Clubman event.

The organisers' times and mileage will be deemed to be correct.
Petrol is available from various petrol stations around Cirencester.
On the event, petrol will be available near the Start, just before lunch (after 70 miles of competition), mid-afternoon (after another 35 miles) and near the Finish.

Rally Navigation Training Services

GRAHAM RAEBURN ONLINE TRAINING

Steve Head / Graham Raeburn 6th Overall 2021
Cotswold Historic Rally
Photo courtesy of M&H Photography

Shop Now

Graham Raeburn - Average Speed Tables

Average Speed	18 MPH		29.0 KPH				
Distance	Time	Distance	Time	Distance	Time	Distance	Time
0.1	0:20	5.1	17:00	10.1	33:40	15.1	50:20
0.2	0:40	5.2	17:20	10.2	34:00	15.2	50:40
0.3	1:00	5.3	17:40	10.3	34:20	15.3	51:00
0.4	1:20	5.4	18:00	10.4	34:40	15.4	51:20
0.5	1:40	5.5	18:20	10.5	35:00	15.5	51:40
0.6	2:00	5.6	18:40	10.6	35:20	15.6	52:00
0.7	2:20	5.7	19:00	10.7	35:40	15.7	52:20
0.8	2:40	5.8	19:20	10.8	36:00	15.8	52:40

- Online Rally Navigation Training Webinars from £25
  - Topics include, tulip road books, plotting routes on maps, jogularity, regularity timing and special tests
- Bespoke Rally Navigation Training available upon request
  - Ideal for beginners, novices and improvers
- Online shop for products including handy rally hints & tips clipboard, average speed tables and more

For more details and to book on to any training please visit our website

www.rallynav.co.uk

Graham Raeburn Tel 07921 179846 or e-mail graham.raeburn@rallynav.co.uk

www.facebook.com/RallyNavigationTrainingServices

11. Navigation

Navigation for the Interclub event will be based on the recommended HRCR styles of navigation.
A Roadbook will be provided giving details of the link sections, rest halts, location and diagrams for the Special Tests.
Navigation for the Regularity sections will be given out at appropriate times / controls.
Navigation for the Clubman event will be a Roadbook with tulips for the Road Sections, Link Sections and some of the Regularities. Other Regularities will be defined by descriptive instructions. All speeds, times and speed tables will be included as required. Diagrams will be provided for the Special Tests.

12. Car Identification

The organisers will provide one self-adhesive numbered rally plate which must be attached to the front of the car. In addition, two self-adhesive high-visibility numbers will be provided for display on both rear side windows (or wherever suitable).

It is the competitor's responsibility to keep the numbers clean and to remove them when the event is finished or when the competitor retires from the event.
Please also try to keep number plates and lights clean whenever using the public road.

13. Awards

Interclub event

1st Overall	An award to driver and navigator
1st in class	An award to driver and navigator
2nd in class (subject to 6 starters)	An award to driver and navigator

Clubman event

1st Overall	An award to driver and navigator
2nd Overall	An award to driver and navigator
3rd Overall	An award to driver and navigator

The Overall winners are not eligible for class awards.

14. Officials

Clerk of the Course & Secretary of the Meeting	Gavin Rogers Email	01454 414128 / 07733 234942 gavinrogers759@gmail.com
Deputy Clerk of the Course	Keith Emery Email	07846 372622 keithemery88@yahoo.co.uk
Entries Secretary & Chief Marshal	Denise Desbois Email Address	01761 233510 denise@desbois.co.uk Hylands, Longleat Lane, Holcombe, Somerset, BA3 5DU
Deputy Chief Marshal	Keith Emery Email	07846 372622 keithemery88@yahoo.co.uk
Chief Timekeeper	Gavin Rogers	
Results	Rallyroots	
Competitor Liaison Officer	TBA	

Chief Scrutineer	Paul Loveridge
Noise Test Official	Mike Hall
Stewards	Paul Waterton Chris House Dave Whittock

15. Judges of Fact

All officials named in section 14 (except stewards) plus any others named in the Final Instructions, or any that are named on the notice board at documentation.

The judges of fact will adjudicate on competitor's observance of, black spots, give way junctions, driving standards, noise, secret checks and illegal servicing. Secret checks will only be positioned at points that have been given as part of the route instructions.

All marshals who have signed on are deemed to be judges of fact for any regulation relevant to the control point and manoeuvres on the Special Tests at which they are officiating.

16. Timing and controls

Schedule Timing will be used.

The event will be divided into Road Transport Sections, Regularity Sections and Special Tests. The scheduled time for Car 0 at each Main and Time Control is given in the Roadbook. By adding their competition number in minutes, each crew can determine their own scheduled time and if late, can calculate their due time at the next control by adding to their scheduled time, the number of minutes late at the previous control. Do not run ahead of your scheduled time.

It is the competitor's responsibility to ensure that times are correctly recorded on the Time Cards and that Time Cards are handed in when and where instructed. Once a time has been accepted by a competitor, no further claim of error, etc. will be entertained. Any corrections by a marshal must be made at that control and initialled by the marshal. Should any recorded time not be legible or not appear to be authentic, the organisers may use any means at their disposal to establish a time.

a) Main Controls (**MTC**) are sited at the Start and Finish of the event and after the Lunch Halt. At MTC2, after the Lunch Halt, competitors must absorb as much lateness as possible to regain their original scheduled time.

b) Time Controls are sited at the start of Regularity Sections (**RS**). Times are recorded in hours and minutes. There is no penalty for late arrival, except towards total lateness. Some Regularities will be "self-start" and competitors should write their start time on their time card in ink. Competitors should start on the next available whole minute, and 2 cars should not start on the same minute.

The Start time for some Regularities will be based on a number of minutes from the finish time of the previous Special Test, ignoring any seconds, or a number of minutes after leaving a Rest Halt.

c) Timing on Tests. At Special Test Start (**TS**) each crew is given a start time in hours, minutes, seconds - normally the next whole minute or round 30 seconds. Once it is written on the Time Card, the marshal assumes the crew is ready to start the test and counts the competitors down to the written start time. At Special Test Finish (**TF**) the competitor's time will be recorded in hours, minutes, seconds. All Special Tests have a Minimum Time set at 30 mph and a Maximum Time set at 15mph. Penalties are as follows:

Under Minimum Time	Minimum Time
Over Minimum Time and under Maximum Time	Actual Time
Over Maximum Time	Maximum Time

d) Timing on Regularity Sections: Intermediate Time Controls (**ITC**) are located within Regularity Sections to establish the time taken to complete each part of the Regularity Section; the location of these controls will be secret. At ITCs the times will be recorded in

hours, minutes and seconds as the car stops at the control marshal (who will be close to the Control Board).
The start time for the first portion of the regularity is the time at the MC/RS at the start of the regularity section. The start time for each subsequent portion of the Regularity Section is the finish time for the preceding portion.
e) Passage Controls (**PC**) or Codeboards (**CB**) may be used on the Regularity Sections or on the Special Tests. These may be manned or consist of code boards, respectively, which must be recorded in the appropriate part of the Time Card in ink. No times will be recorded.

17. Penalties
Penalties will be as printed in the Motorsport UK Blue Book R Chart 13 "Time", except as amended below.

a) Not reporting or reporting within OTL at a main time control	Retired
b) Not reporting or reporting OTL at any other time control	5 Minutes
c) Not complying with the route card including visiting a time control (TC) more than once and including wrong approach or departure from a time control.	5 Minutes
d) Not reporting at a passage check (or code board) or providing proof of visiting a passage check (or code board)	1 Minute
e) to g) as written	
h) Arriving before due time at an Intermediate Time Control	1 second per second up to a maximum of 60 seconds
j) Arriving after due time at an Intermediate Time Control	1 second per second up to a maximum of 60 seconds
k) to t) as written	
u) Not starting or finishing a special test	Special Test Maximum Penalty + 5 minutes
v) Not completing a special test correctly including taking the wrong route, doing the wrong number of laps, except for bb)	Special Test Maximum Penalty
w) False start on a special test or failure to stop astride the finish line	20 seconds
x) Every second taken to complete a special test	1 seconds per second
y) Minimum penalty on special test	Minimum time
z) Maximum penalty on special test	Maximum time
aa) Striking a cone or failure to stop astride a line (other than the finish line)	10 seconds per offence
bb) Wrong side of cone or a series of cones	20 seconds per offence
cc) Making no attempt to perform a designated manoeuvre during a special test or short cutting by passing through a gap caused by a tape or barrier having been previously damaged or removed. Reversing at a special test finish.	2 minutes
dd) Breach of the technical regulations	Decided by the Clerk of the Course.

18. Results and Queries
Interim results will be posted at various intervals during the event. The interim results are for information only. Any query resulting from the interim results should be made by completing a query form issued at documentation and handed to the Competitor Liaison Officer.
Queries should be handed into the Rally Desk as soon as possible by competitors.

Provisional results will be posted as soon as possible after the finish of the last car, after this time no query forms will be accepted. Protests will be accepted as per the Motorsport UK Blue Book.

19. In the event of an accident

In the event of an accident either on or off the prescribed route, where the vehicle cannot regain the road or has broken down a warning triangle must be placed before the stricken car.

Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code

Competitors are reminded that any injury incidents must be reported to the Police Authority.

20. Force Majeure or Baulking

The organisers will not accept any claim from competitors concerning either Force Majeure or Baulking.

However on the grounds of safety due to an accident or adverse weather conditions, or any other reason should the normal running of a special test (Test Start to Test Finish only) be stopped or interrupted for any reason whatsoever, after passage of one or more competitors and it proves impossible thereafter for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew that has been affected a notional time based on the average penalty set up to the moment of interruption.

If the Section is re-started those crews completing the Section after the re start will receive the time taken by them, as will those competitors who completed the Section before the stoppage.
ONLY those crews affected by the stoppage may be given a notional time in this instance.

However, no crew that is totally or partially responsible for stopping the section may benefit from this measure. If they finish the section they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews.
"Normal running" may include (but not exclusively) serious accident, blockage on route, faulty/ stopped clocks, instruction by officials to cease competition (partially or completely), emergency reroutes etc. No competitor may re- start the section again, penalties as SR 22 (v) will apply.

21. Official Notice Board

The Official notice board will be located at Cirencester Rugby Football Club.

22. Insurance

Vehicles must have Insurance in place which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover as an adjunct to an existing motor policy.
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 additional cover via the organisers then they can do so prior to the event 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 on their licence
Has had no more than 1 fault claim in the last 3 years
The vehicle must hold a valid MOT Cert, current road insurance, and Road Tax, unless exempt from doing so.
All competitors MUST be a named driver on the road insurance

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 equivalent terms or an agreed price, if approval from Reis Motorsport Insurance has been obtained by the event organisers, prior to the event.
Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event, and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.
The Event Organiser's RTA scheme is provided by Reis Motorsport Insurance and underwritten Markerstudy Insurance Services Limited.
Reis Motorsport Insurance is a trading name of the Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No 306164). Registered in England and Wales number 02982445 at 45 Westerham Road, Bessels Green, Sevenoaks, Kent, TN13 2QB.
Markerstudy Insurance Services Limited registered in England and Wales (No 2135730) is authorised and regulated by the Financial Conduct Authority (No 475572)

23. Final Instructions
Final instructions including details of the noise test, scrutineering and start times will be sent to competitors during the week prior to the event by email unless otherwise requested on the entry form.

Acknowledgements:
RLOs for Gloucestershire, South Gloucestershire and Wiltshire
Cirencester Rugby Football Club
The Fox and Hounds, Acton Turville
Crudwell Village Hall
James Vernon, Bowldown Farms
Robin Aird, Charlton Park
Kemble Enterprise Park
All marshals
The set-up crew

APPEAL for MARSHALS

As with all events, we need the support of a large number of marshals for various duties. So, if you are unable to compete but are available to marshal, we will find you a nice spot in the Cotswolds.

Please contact Denise Desbois on 07896 412957 or email denise@desbois.co.uk
Or register online at https://mtc1.uk/Marshals/CotswoldHistoric22/MarshalForm.php
No experience necessary – full instructions and a goody bag will be provided