



HATSFORD TARGA ROAD RALLY

on

Sunday, 19th August 2018



Photo courtesy of M&H Photography

Introduction

Welcome to the first running of the Hatsford Targa Road Rally, and to what we believe is also the first grass single venue Targa Road Rally to be held anywhere.

The event has been born out of a number of Autotests that have taken place at this venue, and the landowner (the Clerk of the Course) decided that, with a little work, he could join all the fields up and make it into one huge test for a Targa Road Rally.

Thus, in six tests, you will be able to sample over 22 miles of competitive driving (and navigating) in total. This is definitely something to get your teeth into. This mileage is almost unheard of for a single venue Targa Rally, and is excellent value for money as the entry fee is only £50! Also, of course, there is no additional rally insurance for the public road.

To save further cost, and to encourage newcomers into the sport, the event is only open to members of the organising Club. Thus, no competition licence is required. If you are not already a member of Ross and District Motor Sports, then half year membership from 1st August to 31st December costs just £10 per person.

The surface for the tests (and paddock) is virtually all grass. The venue is long established pastureland which should prove fairly durable and not cut up too much. However, to try and protect it as much as possible, we are restricting the tyres that can be used. There have been no puncture problems on Autotests at the venue in the past, so we don't envisage any issues on that score. Also, only two wheel drive cars will be allowed. Although the surface is reasonably smooth and will be non-damaging at reasonable pace, we would recommend the fitting of underbody protection for the more enthusiastic competitors.

As this is a Road Rally, cars must comply with normal Road Rally regulations. This is all itemised in the following ASR's.

To those of you who have competed on events that the Ross Club have organised in the past, you will know that we hit the ground running, and usually get most of it 'right' first time. The organising team have considerable experience at both competing on, and organising, special tests and rallies. We know what competitors want and we aim to deliver.

We look forward to receiving your on-line entries for this cracking day of Motor Sport.

James and Simon

Hatsford Targa Road Rally

Supplementary Regulations

1. Ross & District Motor Sports Limited will organise a Clubman Targa Road Rally on Sunday 19th August 2018.
2. The meeting will be governed by the General Regulations of the Motor Sports Association Ltd. (Incorporating the provisions of the International Sporting Code of the FIA), by these Supplementary Regulations and by any other written instructions that the organising club may issue for the event.
3. MSA Permit number **104488** has been issued.
4. The event is only open to all fully elected members of the organising Club. Each competitor must be a member of Ross and District Motor Sports Ltd on the date of the event. For those not already members, full membership is available at £10 each person (£4 for under 18's) from 1st August for the rest of the calendar year. This can be accepted on line with the entry fee, or can be processed with a paper membership form on the day at documentation.
5. All crew members must produce a valid Club Membership card at signing on. MSA Competition Licences are not required. Drivers must have a full valid RTA driving licence for a car. Navigators must be at least 12 years of age. If either are under 18 they must have the appropriate legal consent of parent/guardian/guarantor.
6. The event is not a round of any championship. It is for fun.
7. The programme of the meeting will be:
Sound Test, Scrutineering, Documentation and the whole event will take place at Hatsford, Aylton, Herefordshire, HR8 2QJ, 149/645364 on Sunday 19th August.
The above formalities start at 0700 and close at 0840. Any competitor not signed on by 0840 will not be allowed to start and will be replaced by a reserve.
Competitor Briefing at 0845.
Standard Time (Car 0) at MC1 is 0900 and cars start at one minute intervals thereafter.
Standard Time (Car 0) at MC2 (the finish) is expected to be 1615 onwards, with results displayed soon afterwards.
8. There will be **Four classes**, viz:
 - E 1** Experts competing in 2WD cars with engines of under 1401cc.
 - N 1** Novices competing in 2WD cars with engines of under 1401cc.

 - E 2** Experts competing in 2WD cars with engines of more than 1400cc.
 - N 2** Novices competing in 2WD cars with engines of more than 1400cc.

Classification of crew are defined as: **EXPERT** – where the driver has competed in 5 or more rallies with special tests as a driver in the last five years. **NOVICE** – where the driver has competed in less than 5 rallies with special tests as a driver in the last five years.

Only Endurance Road Rallies, Historic Road Rallies, multi-venue Targa Rallies and Road Rallies should be taken into account for the above classifications. The organisers reserve the right to amend an entry in a class if they deem it fairer to do so.

9. Public roads will not be used. The paddock will be a flat grass field (a paddock!). There will be six tests on private land with a total test distance of approximately 22 miles. The surface will be 99.5% grass/earth. The tests will be set at an average speed of 30 mph or less and timed to the second.

10. All vehicles must be taxed for the public highway and have a current MOT which must be produced on demand. The vehicle's V5 document must be produced for proof of ownership and legal notification of vehicle specification. As the event is held entirely on private land, insurance for a road rally is not required. All vehicles must further comply with MSA Technical Regulations and in particular with J5 and R18 (Road Rallies) or R19 (Historic Road Rallies). Engines must have a maximum of four cylinders, not more than two carburettor chokes (or have a standard injection system) and no more than one camshaft per bank of cylinders unless originally fitted with fuel injection. Forced induction is only allowed where it is a standard fitting for petrol and diesel engines under 1500cc. Category Two, Three and Four historic vehicles which do not fully comply with Technical Regulations R18.2 will **NOT** be allowed. Waivers under R19.5 will not be applied for. 4WD cars are **NOT** permitted

Each car must carry a Small Spill Kit, a Warning Triangle, an OK/SOS Board and a groundsheet large enough to park their car and which must be used when the car is being worked upon. Paintwork is not required to be one colour, and advertising is permitted up to 1250cm² in total. This is the equivalent of two sheets of A4 paper. Anything larger will have to be removed. Cars must be road legal in all respects (except road rally insurance), with full interior trim fitted – rear seats (unless 2 seater), headlining, full carpets and door cards.

Cars will only be allowed to start if they are in compliance with Road Rally Sound Test regulations – 98dB(A) at 0.5m or 86dB(A) at 2.0m at $\frac{2}{3}$ maximum engine rpm. In-car cameras and Go-Pro's etc will not be permitted.

11. Tyres must be normal road pattern tyres and must be 'E' marked.

Use of the following tyres are prohibited:

- a) those having any of the following patterns, inscriptions or manufacturers' designations: 'All Seasons', 'Grip', 'Snow', 'Special Use', 'Town & Country', 'Mud & Snow', 'M+S', 'M.S.', 'M&S' or the Three Peaks Mountain Snowflake symbol;
- b) those having additional grooves intentionally cut into the tread pattern [post manufacture].
- c) those constructed primarily for off-road and motor sport use;

If you have any doubt about the legality of your tyres, please contact the Clerk of the Course in advance. 07966 790983 or hatsford@gmail.com

12. The entry list opens forthwith and closes finally at noon on Saturday 11th August 2018, or earlier if fully subscribed and including ten reserves. The entry fee is **£50.00**. Plus, competitors who are not already members of the organising Club, must join R&DMSL at £10 per person – see ASR4. All entries must be made **either** on the official entry form and posted including a cheque payable to **Ross & District Motor Sports Ltd**, **or** via the WEB ENTRY system at <https://mtc1.uk/Entry/HatsfordTarga18/EntryForm.php> with the competitor sending the entry fee by BACS to the Club Account. Santander 09-01-54 Ross and District Motor Sports Ltd 32751084. Please use the reference Hats_ _ _ _ _ _ _ _ where the blanks are the driver's surname. EG "HatsHARRIS". If you wish to add a little something for the marshals' prize draw, we are sure they will appreciate the thought.

The organising Club's Privacy Notice is on our Club website. All competitors agree that, by submitting an entry, the organising Club may wish to publish your personal data as part of the organisation of the event. This data may include (but is not limited to) name, club affiliation,

occupation and age category, entry lists, competition times, results, insurance, licences and safety. We may pass such information to the MSA, national governing body and/or the FIA or any affiliated organisation.

Entries will be acknowledged on receipt of the entry form and moved to the 'entry accepted' part of the on-line list when payment has been received. Final Instructions will be e-mailed (only) to all entrants in the week before the event and posted on the Club website. The starting order will be determined by the organisers.

13. The Entries Secretary, to whom all postal entries must be sent, is:
Simon Harris, Woodlands, Anthony's Cross, NEWENT, Gloucestershire, GL18 1JF
Email: simonharris4@btinternet.com

Telephone and Fax 01531 820761 not after 9.30pm please.

14. The maximum entry for the meeting is 50 and the minimum is 30. Double driving of a car is not permitted, and a competitor may not both drive and navigate. We have looked at it, but we found that the tests are too long for the logistics to work for double driving. The minimum for each class is 3. Should any of the above minimum figures not be reached, the organisers reserve the right either to cancel the meeting or to amalgamate classes as they see appropriate. **Paid-up entries will be taken in order of receipt** and will be acknowledged by e-mail (preferably) as accepted, reserve status or refused. Entry fees will be refunded in full if written (incl e-mailed) notice of withdrawal of entry is received before the closing date. Thereafter, any refund will be at the discretion of the organisers. Reserves who do not get a run will be refunded in full. If the event is cancelled by the organisers for weather or other reasons before the start, then entry fees will be refunded in full.

15. Officials

Clerk of the Course	James Griffiths hatsford@gmail.com
Assistant Clerk of the Course	Charlie Rees
Secretary & Entry Secretary	Simon Harris (details as ASR13)
Chief Scrutineer	Rob John
Environmental Scrutineer	Alan Hinton
Chief Timekeeper	Stuart Harrold
Chief Marshal	Martin Williams 07779 216245
Competitor Liaison	Russell Joseph
Results	Neil Forrest
Stewards	Neil Fuller

ALL offers to marshal on the event will be happily received by the Chief Marshal. Just phone him (not after 9PM) – details above. All marshals will receive a food & drink voucher as a token of the organisers' thanks. Also there will be a prize draw funded by voluntary contributions from the competitors.

In line with MSA recommendations, the Club have appointed a Club Safeguarding Officer. Russell Joseph will be in attendance or can be contacted on 07720 691740.

16. After successful completion of documentation, crews will be supplied with their Rally Pack, containing Time Cards, Safety Information and Test Safety Procedures, Test Diagrams and Rally Plate/Numbers. Competitors will be required to make up any lateness at the start of the tests and be ready to start a test when requested to do so by an Official.

17. Competitors will be identified by a rally plate to be displayed to the **REAR** of the car, and by numbers to be displayed on, or just below, the rear side windows. These plates/numbers will be provided by the organisers. It is the competitor's responsibility to ensure that these numbers **remain clear** throughout the event.

18. Awards will be presented to:

First Overall - 2 awards;

First in each Class of 3 or more starters - 2 awards;

Second in each class of 6 or more starters - 2 awards;

Third in each class of 10 or more starters - 2 awards.

19. Timing and controls

The event will consist of Special Tests. Test diagrams will be provided that will clearly show the correct route to be followed. Timing will be by digital clocks with times rounded down to the nearest whole second. Cars will start at one minute intervals. If gaps appear in the running order, these will be closed up to allow for the smooth running of the event. 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.

Timing on Tests. At a Test Start Time Control (**STC**) each crew is given a start time in hours, minutes, seconds - normally the next whole minute. 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 Test Finish Time Control (**FTC**) the competitor's time will be recorded in hours, minutes, seconds. All Tests have a Minimum Time set at 30 mph or less and a Maximum Time varying from test to test. Penalties are as follows:

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

Passage Controls (PC) and/or Route Checks (RC) will be established at points on the Tests to verify adherence to the route. These may be manned or consist of code boards, respectively. Code Boards must be recorded in the appropriate part of the Time Card and signed for at the test finish control. Passage Controls will be preceded by a stop line between two cones. Cars must stop astride the stop line before being signalled by the PC marshals that they may proceed safely to the marshal for a signature. If the car does not stop astride the stop line, the marshal will note the misdemeanour on his check sheet, not on the competitor's timecard.

20. Marking and Penalties will be by the following:

On Special Tests

i) Making a false start	30 sec
ii) Every second taken to complete a test	1 sec
iii) Not recording a Route Check correctly	60 secs
iv) Not obtaining a PC signature in the correct place on the timecard	60 secs
v) Striking a bollard, barrier or pylon or crossing the barrier of a test	10 sec
vi) Failing to cross or stop at any line or specified position as required	10 sec
vii) Not complying with a specific requirement of a Test as defined in the Road Book, Completing a manoeuvre incorrectly e.g. zag-zig instead of zig-zag through cones or wrong way round one cone	30 sec
viii) Making no attempt at a manoeuvre	30 sec
ix) Wrong Test – including vii and/or viii (above) twice	Maximum Time

- x) Reversing back to the finishing line 60 sec
- xi) Driving in a dangerous manner or likely to bring the sport into disrepute Disqualification
- xii) Reversing after a split or returning to a split from the wrong direction Disqualification

Whatever penalties are accrued on a test, the maximum penalty will be the specified maximum time for that test – except as in xi and xii above.

21. Indicative Results will be displayed throughout the day and Provisional Results will be published as soon as possible after the last crew finishes as D26.1. Any query should be made known to the organisers through the CLO as soon as possible, and any protest must be lodged in accordance with C5.

22. All other General Regulations of the MSA apply as written except for the following which are modified:

- R15.1 To be classified as a finisher, the crew together with the car which started the event must start and finish every test without incurring the penalty of disqualification.
- R11.1 Controls open 5 minutes before the scheduled time of the first car and close 10 minutes after the scheduled time of the last car.

23. Ties will be resolved to the benefit of the crew with the lesser overall penalty on the first test including cone/post/PC/RC penalties. Then the second test and so on until the tie is resolved.

24. Judges of Fact will be appointed by the organisers and will include all marshals. **Driving standards** will be monitored carefully. Driving Standards Observers will be appointed in accordance with R8.3 to R8.5 and will report any driver for dangerous or inconsiderate driving (including baulking) to the Clerk of the Course who has the power to disqualify the crew.

25. Competitors must not carry any form of intercom (ie any method of voice amplification) or any radio transmitting device. Mobile phones must be switched off at all times while the tests are live. Once a mobile telephone is seen to be in use, the competitor is deemed to have retired or will be disqualified.

26. Please note that under the event MSA permit and insurance there is an excess for any accidental damage caused to property on private land used on the event and the organisers reserve the right to recover an amount up to £450 from a competitor.

27. Recreational use of drones is not allowed at events run under an MSA Permit. Neither Go-Pros, nor in-car Cameras will be allowed. As this event is essentially a Road Rally, no crash helmets may be worn.

28. The photographers in attendance at the event will be:-
Viv & Julie Johnson. www.daisyroot.com e-mail motorsport@daisyroot.com

We hope you will enjoy your day's motor sport