



# **HATSFORD TARGA ROAD RALLY**

on

**Sunday, 11th August 2019**

**A round of the  
Cotswold and ASWMC Targa Road Rally Championships**



Photo courtesy of M&H Photography

Last year's winners, Chris Hand and Dafydd Lloyd

# Introduction

Welcome to the second running of the Hatsford Targa Road Rally, and to what we believe is still the only 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. The concept proved to be a big hit with the competitors last year, so, with some improvements in a few areas, here we go again!

In six tests, you will be able to sample over 24 miles of competitive driving (and navigating) in total. This is definitely something to get your teeth into – the total competitive time for the winners last year was well over 70 minutes. This mileage is almost unheard of for a single venue Targa, and is excellent value for money as the entry fee is only effectively £50 – with one proviso on that this year! As we were short of marshals last year, we are incentivising each crew to bring a marshal. You will be paying £60 as the entry fee, with £10 cash back at documentation to each crew who brings a marshal who signs on and marshals for the day. The marshals will also get goodie bags and a chuck wagon voucher.

Although the event has attracted the Cotswold and ASWMC Targa Road Rally Championships and therefore National B status, we are retaining the option for those wishing to compete without the need for a competition licence by running a Clubman's event alongside. The Clubman's event is only open to members of the organising Club, of course. 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. We did look at easing the tyre restrictions from last year, but we need to protect the ground as much as possible, so we are retaining our stipulations on the tyres that can be used; see ASR11 for full details. Also, only two wheel drive cars will be permitted. 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.

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 dual permit National B and Clubman Targa Road Rallies on Sunday 11th August 2019.
2. The meeting will be governed by the General Regulations of Motorsport UK. (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. Motorsport UK Permits **110256 (Clubman)** and **110257 (Nat B)** have been issued.
- 4a. The National B event is open to all fully elected members of the organising Club and Clubs within the AWMMC, ASWMC, WAMC and Cotswold Motor Sport Group.
- 4b. The Clubman event is only open to all fully elected members of the organising Club. Each Clubman 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 (preferably) or can be processed with a paper membership form with cash/cheque on the day at documentation.
5. All crew members in both events must produce a valid Club Membership card from an invited club at signing on. Motorsport UK Competition Licences are also required for all crew members in the National B event. All 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 National B event is a round of the following Targa Road Rally Championships.  
Association of Southwestern Motor Clubs (54/2019).  
BP Motor Bodybuilders Cotswold Motor Sport Group in association with AWMMC (66/2019).
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 11th 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 1630 onwards, with results displayed soon afterwards.
8. There will be **Six classes**, across the two events - viz:
  - E 1** Experts competing in 2WD cars with engines of under 1401cc.
  - E 2** Experts competing in 2WD cars with engines of more than 1400cc.
  - N 1** Novices competing in 2WD cars with engines of under 1401cc.
  - N 2** Novices competing in 2WD cars with engines of more than 1400cc.
  - C 1** Clubman crews competing in 2WD cars with engines of under 1401cc.
  - C 2** Clubman crews 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 Road 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 24 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 Motorsport UK 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 on, 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 1250cm<sup>2</sup> 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 or continue 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 or Snowflake symbols;
- 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 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](mailto:simonharris4@btinternet.com)**

Telephone and Fax 01531 820761 not after 9.30pm please.

**13.** The entry list opens at 1800 on 16th June and closes finally at noon on Saturday 4th August 2019, or earlier if fully subscribed and including ten reserves. The entry fee is **£60.00** for both Clubman and National B events. **HOWEVER**, there will be a **£10 cashback** at documentation to each crew who supply one or more marshals. Marshals must be signed on and be on-post (from the start of Test One to the finish of Test Six) throughout the day. A relief may be available at times during the day. **Also see ASR 16.**

Competitors in the Clubman event 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/HatsfordTarga19/EntryForm.php> with the competitor sending the entry fee by BACS to the Club Account. Santander 09-01-29 Ross and District Motor Sports Ltd 34908761. **Please note that this is a different bank account from last year.** Please use the reference HT where the blanks are the driver's surname. EG "HTHARRIS".

The organising Club's Privacy Notice is on the 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 Motorsport UK, national governing body and/or the FIA or any affiliated organisation.

**Paid-up entries will be taken in order of receipt** and will be acknowledged by e-mail (only) as accepted, reserve status or refused. They will be moved to the 'entry accepted' part of the on-line list after payment has been received. Once an entry has been accepted, only one change of Driver or Navigator or Car will be accepted. Any further change will mean that the entry will be moved to the back of the entry list or reserve list if the entry list is already full. 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.

**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. 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](mailto: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

Mike Wall 07951 388889 [michael.wall5@btinternet.com](mailto:michael.wall5@btinternet.com)

Competitor Liaison

Simon Harris

Results

Neil Forrest

Steward

Richard Lomax

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

**16.** ALL offers to marshal on the event will be happily received by the Chief Marshal. Just e-mail him or phone him (not after 9PM) – details above. All marshals (including those who are marshalling for a crew) will receive a small goodie bag and a food & drink voucher as a token of the organisers' thanks.

**17.** 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.

**18.** 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.

**19.** **Awards** will be presented to:

**First Overall National B event** - 2 awards;

**First Overall Clubman event** - 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.

## **20. 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 previous 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 this 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 a 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 control board and a stop line between two cones. Cars must stop astride the stop line before proceeding safely to the PC marshals 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.



**21. 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 stop at any line or specified position as required  | 30 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 |

If a crew realise that they have made a route error while in the same field, they may return safely to a place before where the error was made, and complete the manoeuvre correctly without penalty, having due regard to other competitors who must be given priority.

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.

**22.** 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.

**23.** 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 and visit MC2 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.

**24.** 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.

**25. 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.

**26.** 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.

**27.** Please note that under the event Motorsport UK 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.

**28.** Recreational use of drones is not allowed at events run under a Motorsport UK 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.

**29.** The photographers in attendance at the event will be:-  
Andrew Manston [mandhphotography.co.uk](http://mandhphotography.co.uk)

**We hope you will enjoy your day's motor sport**