



ROSS in CAERWENT TARGA ROAD RALLY

on

Sunday, 5th February 2023

**A round of the BP Motor Bodybuilders Cotswold
and DL Motorsport Parts Ltd ASWMC
Targa Road Rally Championships**



Photos courtesy of M&H Photography

Introduction

Since the Club ran the Ross Traders Historic Road Rally based at Caerwent in February 2020, we've been trying to find a date for a Targa Road Rally in there without Covid and without MOD Unit Training. Back last summer we fixed on 19th March 2023, but that was unfortunately withdrawn from us in early November because of more MOD Unit Training. Out of the blue, on 2nd December, the Caerwent staff offered us 5th February as they had juggled a few Units around to squeeze us in. Could we do it all in two months – well, you be the judge of that.

We have to mention the good relations that we have with Forresters Car Club who have been most helpful in offering advice, comment and logistics about the venue. Also, the ASWMC and Cotswold Championship co-ordinators who have allowed us in at relatively short notice.

The event is a round of the BP Motor Body Builders Cotswold and the DL Motorsport Parts Ltd ASWMC Targa Road Rally Championships. Therefore, there is an Interclub event for those championship contenders and for those with Interclub licences who do not wish to join the one of the invited clubs. The entry fee is the same for both events. For the Clubman event, you will need to have the (free) RS Clubman competition licence, and the Clubman event is only open to members of the organising Club of Ross and District Motor Sports Ltd and the Cotswold Motor Sport Group Competitors Club. If you would like us to invite another Club to allow you into the Clubman event, please contact the Secretary directly by e-mail. Entry fee payments with or without membership(s) can only be made by BACS (preferably) or PayPal. Full details (**which you must read**) are in ASR12.

The entry fee is effectively only £135 if you bring a marshal. You will pay £145, and there will be a £10 cash back at the event to each crew who brings a marshal who signs on and marshals for the day. The marshals will also get great goodie bags. Marshals need to register via the link on our Club website or the MTC1 entry system.

See ASR11 for full details of the tyres that can and can't be used on the event. As the event is in Wales – even on private land – all tyres must be E-marked. Also, only two wheel drive cars will be permitted, and, as this is a Road Rally, all cars must comply with Motorsport UK Road Rally regulations.

As in previous Targas at Caerwent, you will not be allowed to bring your trailer into the paddock area; just one other motorised vehicle will be permitted.

The test diagrams will be clear on defining the route, and arrows will be used at certain points for everybody's safety. There will also be copious use of "NO" boards to hopefully eliminate any chance of meeting another car.

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

The event is being organised by competitors for competitors.

Matt, Will, Wez, Simon and the rest of the team

Ross in Caerwent Targa Road Rally

Supplementary Regulations

1. Ross & District Motor Sports Limited will organise dual permit Interclub and Clubman Targa Road Rallies on Sunday 5th February 2023. The whole event will take place within the MOD Caerwent Training Area, Monmouthshire, NP26 5NY Map ref.: 171/489904
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 **129030 (Interclub) & 129029 (Clubman)** have been issued.
- 4a. The Interclub event is open to all fully elected members of the organising Club and Clubs within the AWMMC, ASWMC, WAMC and Cotswold Motor Sport Group who must produce a valid Club Membership card from an invited club at documentation, if requested.
- 4b. The Clubman event is open to all fully elected members of the organising Club, and also members of the Cotswold Motor Sport Group Competitors Club. Other Clubs may be added to this list on request. Membership of Ross and District Motor Sports Ltd is available at £20 each person (£10 for under 18's). This can be accepted on-line with the entry fee and Club membership cards will be in your event rally pack. Membership of CMSGCC is available without charge to competitors who are full members of one of the Clubs in the Group. Be aware that proof of membership will be needed when signing on digitally prior to the event.
5. Motorsport UK Competition Licences are required for all crew members in both events; Interclub crew members must have an Interclub licence or higher grade, and Clubman crew members must have at least an RS Clubman licence. Licences may be inspected at documentation, and competitors will be declaring the fact that they have appropriate licences in the pre-event documentation. 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 Interclub event is a round of the BP Motor Bodybuilders Cotswold Motor Sport Group in association with AWMMC (CH2023Rally032(D), and the DL Motorsport Parts Ltd ASWMC (CH2023Rally047) Targa Road Rally Championships.
7. The programme of the meeting will be:

	Late December	These regulations will be published.
1900 on Tuesday	3rd January	Entries open.
1200 on Wednesday	25th January	Entries Close.
Saturday	28th January	Final Instructions published.
1200 on Tuesday	31st January	Completed pre-event declarations must have been returned by every competitor.
0700 on Sunday	5th February	Scrutineering, Sound Test and Documentation open.
Any competitor not signed on by 0840 will not be allowed to start and will be replaced by a reserve.		
0845		Above formalities close.
0930		Standard time of Car Zero starting.
1515		Approximate finish time of first car.

8. There will be **Six classes**, across the two events - viz:

I 1 Interclub crews competing in 2WD cars with engines of under 1401cc.

I 2 Interclub crews competing in 2WD cars with engines of more than 1400cc.

CE 1 Clubman Expert crews competing in 2WD cars with engines of under 1401cc.

CN 1 Clubman Novice crews competing in 2WD cars with engines of under 1401cc.

CE 2 Clubman Expert crews competing in 2WD cars with engines of more than 1400cc.

CN 2 Clubman Novice 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, or won their class in such an event. **NOVICE** – where the driver has competed in less than 5 rallies with special tests as a driver in the last five years, and has not won their class in such an event.

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

9. Public roads will not be used. It is planned that there will be twelve tests on private land with a total test distance of approximately 46 miles. The surface will be 95% sealed surface. 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, if required, have a current MOT which must be produced on demand. A check for valid Road Fund Licence and MOT will be carried out using the DVLA on-line database prior to the event. The vehicle's V5 document must be produced on request 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 the 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 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 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 road legal at all times (J5.9.1, J5.9.3) and E-marked. All vehicles must conform to R18.4.2. Tyre regulations are as per Motorsport UK Yearbook L3.2 apart from: part a) tyres on the current FIA List of Asphalt Eligible Tyres are not permitted.

12. DO NOT pay an entry fee before entries open. All entries must only be made via the WEB ENTRY system at <https://mtc1.uk/Entry/RossCaerwentTarga23/EntryForm.php> **Fully completed entries will be taken in order of receipt. TBA is not an acceptable name of a competitor or car**, so you should ensure that entries are fully completed to have a chance of being accepted. Similarly, a full stop or single letter is not a name, number or address. Once you have entered and received the automated acknowledgement e-mail, you will have been designated an entry number. If your number is **70 or less**, then you should pay for your entry fee within the next four days. Accepted entries will be moved to the 'entry accepted' part of the on-line list after payment has been received. This will be considered notification to you of your entry being accepted. If you do not pay the entry fee before the aforesaid timescale, your entry will go to the back of the full entry list.

If your entry number is **more than 70, DO NOT PAY** until requested to do so by the organising Club. 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 list. The entry list opens at 1900 on Tuesday 3rd January and closes finally at noon on Wednesday 25th January, or earlier if fully subscribed and including fifteen reserves.

13. The entry fee is **£145.00** for both Interclub and Clubman events. **HOWEVER**, there will be a **£10 cashback** on the day 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 Twelve) throughout the day. A relief may be available at times during the day. See also ASR 16. Entry fees can be paid by BACS to the Club Account. Santander 09-01-29 Ross and District Motor Sports Ltd 34908761 Please use the reference RCT?? - - - - - where the query marks are your Entry Number and the blanks are the driver's surname. EG "RCT42HARRIS" or by PayPal. If paying by PayPal, please use the link on the Ross in Caerwent page of the Club website www.rossmotorsports.co.uk or the link within the automated acceptance page or e-mail. Please also ensure that you pay the correct amount by clicking the appropriate link – e.g. Entry fee only (£145), Entry plus one membership fee (£165) or Entry plus two membership fees (£185). If it is not obvious from your PayPal e-address who you are (maybe it's a business account), please e-mail details (Entry Number and real name) to the entries secretary to allow him to cross-reference your payment.

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 their 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.

Final Instructions will be e-mailed (only) to all entrants a week before the event and published on the Club website. The starting order will be determined by the organisers.

14. The maximum entry for the meeting is 70 and the minimum is 40. Double driving of a car is not permitted, and a competitor may not both drive and navigate. 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 (e-mailed, but not telephone or anti-social media) 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	Matt Rogers codrivingmatt@gmail.com
Assistant Clerk of the Course	Wes Davis-James wesleydavisjames@gmail.com
Secretary & Entries Secretary	Simon Harris
Woodlands, Anthony's Cross, NEWENT, Gloucestershire, GL18 1JF	
Email: simonharris8@outlook.com	Telephone 01531 820761 not after 9.30pm please.
Chief Scrutineer	Rob John (with Neil White and Rebecca Richards assisting)
Environmental Scrutineer	John G Morgan
Chief Timekeeper	Phil Jones
Chief Marshal	Will Rogers willrogersfod@icloud.com 07979 333309
Competitor Liaison	Gavin Rogers
Results	MTC1
Stewards	Neil Fuller and Richard Lomax

In line with Motorsport UK recommendations, the Club have appointed a Club Safeguarding Officer. Carol Morgan will be in attendance or can be contacted on 07882 665989.

16. ALL offers to marshal on the event will be happily received by the Chief Marshal. Just use the Marshal Registration link on the Club website. All marshals (including those who are marshalling for a crew) will receive a goodie bag as a token of the organisers' thanks.

17. After successful completion of scrutineering and documentation, crews will be supplied with their Rally Pack, containing Safety Information and Test Safety Procedures, Test Diagrams, Time Cards, Time Record Sheet and Rally 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 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 Interclub 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. Special Tests will be open at times specified in the roadbook. Maximum lateness at all Time Controls will be 10 minutes. 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 some tests at one minute intervals, and other tests at 30 second intervals. If gaps appear in the running order, these will be closed up to allow for the smooth running of the event. Competitors will carry their own time cards, on which the timekeepers will write the times of starting and finishing each test. Time cards need to be handed in to the PC on entering the paddock area after the end of each leg. Timekeepers, Passage Control and Stop&Go marshals will maintain records of passage and route compliance. It is the competitor's responsibility to ensure that they comply with the route instructions on the route cards (test diagrams).

Timing on Tests. At a Special Test Start (STS) each crew is given a start time in hours, minutes and seconds – normally the next whole minute or half minute – and this will be written on the competitors' Time Card. The timekeeper assumes the crew is ready to start the test and counts the crew down to the written start time. At a Special Test Finish (STF) the competitor's time will be recorded on the competitors' Time Card in hours, minutes and 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) may be established at points on the Tests to verify adherence to the route. These manned Passage Controls will consist of a stop line between two cones. Cars must completely stop astride the line before proceeding on the test once the Stop&Go lollipop is lifted. The PC marshal will record compliance of correct route and compliant stopping on his checksheet, not on the competitors' time card. If the car does not stop astride the stop line, touches a cone or the competitor allows the car to move before the marshal raises the lollipop, then the marshal will note the misdemeanour on his check sheet and a penalty will apply.

Route Checks (RC) will be established at points on the Tests to verify adherence to the route. These will consist of code boards – pieces of number plate. Code Boards must be recorded in the appropriate part of the Time Card and signed for at the test finish control.

21. Marking and Penalties will be by the following:

On Special Tests

i) Making a false start	30 secs
ii) Every second taken to complete a test	1 sec
iii) Not complying with the correct procedure at a PC – not stopping astride the Cones, moving before the marshal indicates (lollipop lifts)	30 secs
iii) Not recording a Route Check correctly, or not having it signed at the Test finish	60 secs
iv) Striking a Cone at a PC	10 secs
v) Striking an Arrow, Stake, Cone, Bollard or Barrier	10 secs
vi) 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/arrow	30 secs
vii) Making no attempt at a manoeuvre or omitting a PC or RC	60 secs
viii) Failing to stop astride the finish line	30 secs
ix) Wrong Test	Maximum Time
x) Reversing back to the finishing line	60 secs
xi) Driving in a dangerous manner or likely to bring the sport into disrepute	Disqualification
xii) Not complying with event regulations concerning Covid-19	Exclusion

If a crew make a route error, they may reattempt the manoeuvre without penalty. However, this is only permitted whilst the crew are still in the immediate proximity and it is safe to do so. Priority must be given to other Competitors yet to attempt the manoeuvre.

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 published through the day on the internet (more details will be in the FI's) 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 (via text message) as soon as possible, and any protest (via text message) must be lodged in accordance with C5.

23. All other General Regulations of Motorsport UK 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.

24. Ties will be resolved to the benefit of the crew with the lesser overall penalty on the first test including cone/post/PC 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. As this event is essentially a Road Rally, no crash helmets may be worn.

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.

29. The photographer in attendance at the event will be:-
Andrew Manston mandhphotography.co.uk

We hope you will enjoy your day's motor sport