



Organised by
Knutsford & District Motor Club Ltd

REGULATIONS



www.tourofcheshire.co.uk

FOREWORD

Welcome to the ninth Tour of Cheshire. This is a daylight Historic Road Rally comprising of a number of special tests and regularity sections. The event is run by a well - seasoned team of regular competitors from Knutsford and District Motor Club. This year's event is based about nine miles south of the historic city of Chester and runs on scenic lanes of Cheshire.

A similar format to our previous events has been retained on the basis of 'if it ain't broke don't fix it', but I have found some new territory, both on the roads and off, and we will be returning to a number of our old favourite locations. Signing on will take place at the Wild Boar Hotel, Beeston, Nr Tarporley, CW6 9NW (MR 117/558 592) where Friday night food (at a reasonable price) will be available. The Wild Boar also provides our start and finish venues and trailer parking will be available, for those who must, a short distance away.

We are pleased to welcome HRCR Championship contenders but our event is designed to be suitable for both novices and experts. There will be no 'plot and bash' and the overall schedule will be relaxed. We will issue some handy navigational tips but there should be nothing to trick you in the instructions given. Please note the entry fee includes morning coffee, lunch and a hot prize giving buffet supper.

Knutsford and District Motor Club are extremely grateful to our regular sponsors for their invaluable support and I would urge you to use their services as this, hopefully, will see their continuing support in the future.

To encourage entries from pre-1960 cars you will note we are again giving special awards for this class of vehicle.

The North West Air Ambulance has again been chosen as our nominated charity (we have now raised some £10,000 for them) and I hope you will join our efforts to support this very worthwhile cause. Once again, we expect to have a good attendance from some of the rallying names of old from the ranks of Ecurie Cod Fillet – and there will be some 'entertainment' by a rally celebrity prior to the prize-giving.

Our organising team and I look forward to welcoming you to Cheshire. If you have any questions please do let us know, and if you cannot compete then why not offer to marshal?

Mike Harrison, Clerk of the Course

Previous Winners:

2004	Adam Wiseberg / Cath Woodman, Porsche 911
2005 National B:	Nick Payne / Anthony Preston, Ford Cortina GT
2005 Clubmans:	Mike Tomlin / Peter Ward, Alvis TL 12/60
2006 National B:	Jim Deacon / Dave Wilson, Ford Escort RS2000
2006 Clubmans:	Dr Peter Opie / James Opie, Triumph TR3A
2007	Paul Hernaman / Ray Crowther, Porsche 911
2008	Bob Taylor / Jeanne Taylor, Austin Mini
2009	Neil Dowie / David Taylor, Triumph GT6
2010	Howard Warren / Cath Woodman, Porsche 911
2011	Howard Warren / Cath Woodman, Porsche 911

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1st

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SUPPLEMENTARY REGULATIONS

1. Announcement

Knutsford & District Motor Club will promote a National B Historic Road Rally called "The Tour of Cheshire" on Saturday 3rd March 2012. The meeting will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations and any other written instructions the organising club may issue for the event.

The event is a qualifying round for the REIS HRCR Clubmans Rally Championship and ANWCC Historic Road Rally Championship.

The event website is www.tourofcheshire.co.uk

2. Permit and Competition Licence

The event will be run under a National B permit. All competitors will require a Competition Licence of National B or higher status valid for the event issued by the MSA and a membership card of one of the eligible clubs.

Permit Number	TBA
DOE Authorisation Number	TBA
REIS HRCR Clubmans Championship Permit	TBA
ANWCC Historic Championship Permit	TBA

3. Eligible Competitors

Competitors must produce at signing-on a valid competition licence and valid membership card of one of the following invited bodies:

Member Clubs of the following Associations: ANWCC, ANCC, WAMC, EMAMC

Please note these clubs include: HERO, HRCR and Knutsford & DMC.

4. Eligible Cars

The event is open to cars registered on or before 31st December 1981. They must comply with MSA GR R19.1 – 19.2 Category 1, 2 or 3 requirements. Category 3 cars must have HRVIF forms with the relevant FIA homologation papers attached. Cars must either be in standard trim or not modified materially beyond a specification that is known and can be established by the entrant to have been used in rallying in the period concerned. Cars modified in other ways may be allowed to run, at the discretion of the Clerk of the Course and the Chief Scrutineer, but may be placed in a different class. Competitors must declare all modifications that affect performance, handling or braking on their entry form. Competitors may be required to produce documentary evidence to establish that the modifications to their car were used on rally cars of that period.

All cars must comply with section J of the MSA Technical Regulations as well as the appropriate parts of R18–19. Competitors' particular attention is drawn to the silencing requirements (J 5.17.1–5.17.2 and R4.1). 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. No car exceeding these limits will be allowed to run.

Cars made between 1st January 1968 and 31st December 1974 are eligible for the general classification and overall awards. They must comply with the MSA's vehicle requirements for road rallies as set out in Section R19.1.2, unless specific waivers are granted by the MSA in respect of individual cars that are of particular historic interest. Waivers in accordance with R19.5 may be applied for by Cat 2 and 3 cars in respect of R18.2. All such waiver applications must be requested in writing (or e-mail) from the Entries Secretary at least three weeks prior to the event – i.e. by 11th February.

All cars must comply with R18.5-18.5.9, i.e. cars must have a maximum of 4 forward facing lights. Cars with 4 headlights may not have auxiliary lights. Cars with 2 headlights may have a maximum of 2 auxiliaries but their size must be in accordance with R18.5.3. Attention is drawn to R19.7.1 – wheels may not differ from original dimensions by more than 10% in diameter or 1 inch in width. Tyres must have an aspect ratio of 70% or greater. Halogen bulbs, alternators, roll cages/hoops and sump-guards are permitted but not mandatory. Attention is drawn to R18.1.2 and R19.1.4 regarding paintwork.

Attention is drawn to two new requirements for 2012 :

- J 5.2.1 - J 5.2.7 which deal with chassis / body issues, and
- R19.7.6 which states that hydraulic handbrakes are not allowed for historic cars.

Competitors will be required to present a current MOT Certificate, the Vehicle Registration Document (V5) as proof of period authenticity, the name and address of their insurers (if not using the Lockton scheme) and to display a valid road tax disc.

5. Classes

There will be up to 16 Classes based on crew experience and car age. The organisers reserve the right to, and will, amalgamate classes and/or place vehicles in order to achieve a reasonable number of competitors in each class and a fair matching of performance, depending on the actual entries received.

- A1 Masters in cars registered on or pre 31st December 1959 (Cat 1 for these dates).
- A2 Experts in cars registered on or pre 31st December 1959 (Cat 1 for these dates).
- A3 Novices in cars registered on or pre 31st December 1959 (Cat 1 for these dates).
- A4 Beginners in cars registered on or pre 31st December 1959 (Cat 1 for these dates).
- B1 Masters in cars registered 1st January 1960 to 31st December 1967 (Cat 1 for these dates).
- B2 Experts in cars registered 1st January 1960 to 31st December 1967 (Cat 1 for these dates).
- B3 Novices in cars registered 1st January 1960 to 31st December 1967 (Cat 1 for these dates).
- B4 Beginners in cars registered 1st January 1960 to 31st December 1967 (Cat 1 for these dates).
- C1 Masters in cars registered 1st January 1968 to 31st December 1974 (Cat 2).
- C2 Experts in cars registered 1st January 1968 to 31st December 1974 (Cat 2).
- C3 Novices in cars registered 1st January 1968 to 31st December 1974 (Cat 2).

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C4 Beginners in cars registered 1st January 1968 to 31st December 1974 (Cat 2).
D1 Masters in cars registered 1st January 1975 to 31st December 1981 (Cat 3).
D2 Experts in cars registered 1st January 1975 to 31st December 1981 (Cat 3).
D3 Novices in cars registered 1st January 1975 to 31st December 1981 (Cat 3).
D4 Beginners in cars registered 1st January 1975 to 31st December 1981 (Cat 3).

Exceptions to the above registration date splits for Cats 1, 2 and 3 are permitted if in accordance with R19.2 – the relevant HRVIF must be presented at scrutineering.

Classes D1, D2, D3, D4 must comply fully with Cat 3 requirements (R19.1.3 and R19.2.2). These classes will compete for their own awards only and will not be included in the overall awards.

Experience definitions are as follows:

"Master" a crew where any member has had two or more finishes in the top five places overall of a National B (formerly restricted) or higher status rally.

"Expert" a crew which does not meet the qualifying requirements herein for Master, Novice or Beginner.

"Novice" a crew in which no member has had two or more finishes in the top fifteen places overall of a National B (formerly restricted) or higher status rally.

"Beginner" a crew in which no member has previously competed in more than three competitive road rallies (including 12 car rallies, but excluding scatter events, treasure hunts and touring assemblies).

These definitions apply to driver's qualifications as a driver and navigator's qualifications as a navigator.

6. Programme

Scrutineering will take place at Beeston Cattle Market, CW6 9NZ on the A49 (117 / 552 598) and signing on will take place at the Wild Boar Hotel, CW6 9NW (117 / 558 592). Directions can be found on either the Wild Boar website or via www.tourofcheshire.co.uk/rally_hq.html. The rally will start and finish at the Wild Boar Hotel.

The Programme will be:

Friday 17th February	Entries close for seeding purposes
Friday 24th February	Entries finally close
Monday 27th February	Final Instructions e-mailed or mailed including navigational tips and outline route instructions.
Friday 2th March	
1830hrs – 2100hrs	Scrutineering, at Beeston Cattle Market, documentation and signing on at the Wild Boar Hotel. Outline route instructions will be issued at documentation.
Saturday 3th March	
0700hrs – 0800hrs	Scrutineering, at Beeston Cattle Market and documentation and signing on at the Wild Boar Hotel - by arrangement only .
0900 hrs	First car starts.
1700 hrs approx.	Finish at the Wild Boar Hotel.
1730 hrs approx.	Buffet supper starts. Bar open. Celebrity speaker. Event video.
1945 hrs approx.	Prize giving

7. Officials

Stewards of the Meeting	TBA
Clerk of the Course	Mike Harrison Ivy House, Brook Lane, Beeston Castle, Tarporley, Cheshire, CW6 9TU Home: 01829-260813 Mobile : 07785 707657 Email : mike.harrison@saffery.com
Secretary of the Meeting	Mrs Lorna Harrison Ivy House, Brook Lane, Beeston Castle, Tarporley, Cheshire CW6 9TU Home: 01829-260813 Mobile : 07977 846548 Email : lornaharrison@totalise.co.uk
Entries Secretary	Les Sharp Bridge Cottage Tattenhall Road Newton by Tattenhall Chester CH3 9BD Home: 01829-770164 Email : les@les-sharp.co.uk
Chief Scrutineer	TBA
Environmental Scrutineer	TBA

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Driving Standards Observer	Les Sharp
Chief Timekeeper	Duncan Wild
Chief Marshal	Peter Boyce Home 01303 892690 E-mail pandjboyce@btinternet.com
Results	Lorna Harrison Tony Michael (Chelmsford MC)
Consultant	Nigel Raeburn Don Barrow
Website	Don Barrow
‘VIP’ Liaison	Alan Jolley
Sponsorship Coordinator	Mike Harrison
Safety Officer	Duncan Stock
Club Child Protection Officer	Mike Timmins – 07747 620009
Awards	David Russell
Competitor Liaison Officer	TBA but e mail enquiries to Email lornaharrison@totalise.co.uk

Please respect official’s privacy and other commitments and if contacting by telephone please do so before 9pm.

ALL OTHER E-MAIL QUERIES TO – historic@knutsfordmotorclub.co.uk

Judges of Fact will be appointed. A list of these officials will be displayed on the official notice board.

8. Body Damage

Cars will be inspected for damage at Scrutineering. All competitors must declare any damage incurred, either to their car or to a third party’s property during the event, on the form provided. Failure of any competitor, whether the car is damaged or not, to hand in a complete damage declaration at the finish of the event will result in exclusion. Competitors’ attention is drawn to General Regulation R15.1.3 requiring competitors who retire to return their damage forms to the organisers within 72 hours of the end of the event.

9. Prohibited Equipment

The following may not be installed or carried in competing cars, under pain of exclusion: electronic trip meters capable of measuring more than just distance; calculators with integral clocks, Brantz regularity timers, lap and palm top computers, PDAs, electronic organisers, personal computers, two-way radios, containers for carrying fuel (full or empty) and GPS receivers. Mobile telephones MAY be carried in competing cars to be used in emergency only.

The use of in car cameras is prohibited, in accordance with R7.2.9, and checks will be made during the event to ensure compliance. Anyone found to be contravening this regulation will be excluded.

10. Identification

The organisers will provide rally plates. Competitors not displaying proper identification throughout the event may incur exclusion or a lesser penalty, at the organisers’ discretion.

11. Entries

Entries will only be accepted if submitted either via the online entry form (available from www.tourofcheshire.co.uk) or a paper copy of the Official Entry Form (available from the Entries Secretary) posted to the Entries Secretary. In either case the appropriate fee must be posted to the Entries Secretary. The entry fee will be £110, which includes lunch and refreshments during the day and prize-giving buffet on Saturday evening for two people. Post-dated cheques will not be accepted for the entry fee. The closing date for entries to be seeded is Friday 17th February. Entries received after this date will be accepted until Friday 24th February and will be seeded as appropriately as possible but may be required at the back of the field.

All communications with competitors prior to the event will be via e-mail. If a competitor does not wish to receive information in this format they need to notify the entries secretary.

The maximum number of entries is 75. The minimum is 45. Should this figure not be reached the organisers reserve the right to cancel the meeting. Entries will be selected on a first come first served basis.

Entries cancelled in writing by 24th February will receive a full refund less an administrative charge of £10. Entries cancelled after 24th February may be refunded at the discretion of the organisers.

If unforeseen circumstances should force the abandonment of the event at any time, the organisers reserve the right to retain a proportion of the entry fee to cover administrative costs.



12. Route

The total route length will be approximately 145 miles including private land mileage. It will comprise mainly of sealed surface roads with some sections on tracks that may have broken surfaces. Fuel will be available on or near the route, locations will be specified in the final instructions.

13. Route Instructions and Map

Navigation will be by relatively simple traditional means such as in-order map references, in-order spot heights, grid lines etc. Details of all the types of navigation will be provided prior to the event. Navigation instructions for the regularity sections will be provided in advance of starting each regularity and some will be given out at signing-on (modifying R9.1).

The term 'road book' is the collective term used for all written route instructions issued for the event. A road book containing details of all the Main Time Controls, Regularity Start Controls, Stop and Give Way junctions (in accordance with R9.1.1-9.1.2), Test venues, Transport Sections and fuel points will be issued to competitors with the final instructions. Competitors are reminded that General Regulation R9.1.3 allows them to treat Give Way junctions as per the Highway Code on a daylight event such as this.

Test diagrams will be issued to competitors when they sign on for the event.

Competitors will require OS 1:50,000 (Landranger) map number 117 edition D2, a small section of map 118 will be issued as a photocopy but if competitors wish to provide their own map then edition C5 will be required. If later editions are published before the event these may also be used. The navigation instructions will not be checked on earlier versions.

14. Quiet Zones

Along the route the organisers may establish Quiet Zones. In Quiet Zones competitors must proceed quietly in the highest gear possible. Quiet Zones will be notified to competitors in the route instructions and additionally in some cases by the use of "Q" boards on the route. The non-appearance of such boards does not invalidate the Quiet Zone and the onus lies with the competitor to comply with the route card/road book. All 30 and 40 mph areas will be considered Quiet Zones in their entirety.

The penalty for failure to observe the requirements of a Quiet Zone will be 1800 marks.

15. Road Section Timing and Control Procedure

The rally will be run under Scheduled Time (R12.2).

The following types of control will be used (R11.3, 11.4, 11.5 and 11.6):

i) **Main Time Controls (MTC)** at points which competitors must visit within 30 minutes of their due time in order to be classified as a finisher. MTCs will be located at the start, lunch halt out and finish, and competitors must visit all MTCs within their maximum lateness in order to be classified as finishers. There WILL be lateness penalties at the start MTC and lunch halt out MTC where competitors will be required to make up any lateness from the morning section and restart on their scheduled time. There will be NO lateness penalties at the finish MTC apart from the requirement to be within 30 minutes of due time to avoid being deemed to have retired.

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ii) **Passage Checks (PC)** at intermediate points where competitors must stop and marshals will sign the competitor's Time Card.

iii) **Route Checks (RC)** at intermediate points competitors must record **IN INK** the code letters displayed on a board as proof of passage. The marshal at the next manned control must sign RC codes. It is unlikely RCs will be used on road sections but see the Final Instructions.

iv) **Secret Checks (SC)** established at undisclosed points to check competitors' driving behaviour and/or adherence to route instructions and/or adherence to the Supplementary Regulations. Competitors must stop at the marshal who will sign the competitor's Time Card.

v) **Regularity Start Controls (RSC)** at the start of Regularity Sections. Some of these may be 'self-start' controls with no marshal but the Road Book will indicate the exact position of the start line (by a landmark) and there should also be a sign board confirming the position (there will be no other control boards). Should there be a queue it is preferred that cars start one at a time on each minute but this is not mandatory. Cars must only start on whole minutes. The navigator must IMMEDIATELY (and preferably in ink) complete legibly on the Time Card, in the lightly shaded boxes against the appropriate RSC control, the hours and minutes of the start time taken. On arrival at the first manned control the marshal will sign against this entry as well as completing the entry for his/her control - should the RSC entry not be completed the marshal will score out the spaces and the penalty will be as for missing an RSC.

vi) **Intermediate Regularity Timing Controls (IRTC)** where competitors' time of arrival will be recorded as they stop astride the line at the control point.

viii) **Test Start and Finishes (TS and TF)** at the start and finish lines of Tests.

If any control is unmanned, it will assume the status of a Route Check. The entire road route will be made up of either Transport Sections or Regularity Sections – there are no Standard Sections and no Neutral Sections (R10.2, R10.3, R10.4 and R10.5). Apart from IRTCs (and MTCs as (i) above) there are no early or late time penalties on the road.

The beginning of a Control Area (other than at TSs, TFs and RCs) will be indicated by a control board. Except at IRTCs, competing cars may enter the control in the minute preceding their due time, BUT NOT BEFORE, so that the time card may be filled in.

Electronic tags will be affixed to each competitor's Time Card for the purpose of recording times from the marshals' clocks ('Liege clocks'). In all cases, the written record shall be definitive but the times stored by the tags will be downloaded into the results computer periodically for speedy production of results.

Competitors will start at minute intervals. Each competitor will be due at each MTC at the Standard Time plus his rally number in minutes. This is his Scheduled Time.

Competitors booking in at MTCs before their Scheduled Time will be penalised at the rate of 120 marks per minute. Note that penalties for early arrival are cumulative, e.g. if you are one minute early at one control and the same amount early at the next, you are penalised for early arrival each time. On the other hand, if you revert to your Scheduled Time (and thus take a minute longer than the time allowed for that section) you are not penalised for lateness, as the objective is to get back to your due time as soon as possible.

There will be no intermediate Time Controls prior to Test and Regularity Start Controls. Competitors may report to these points (TSs and RSCs) and start the Test or Regularity Section at any time during the period they are open. They should be ready to start the Test IMMEDIATELY on arrival; they may be instructed to start the Test and timed accordingly even if they are not ready to move off. Please arrive at Test and Regularity Starts as early as possible without driving too fast and without breaking the $\frac{3}{4}$ rule (R12.7); this will assist the running of the event and give you a greater lateness cushion. The minimum time allowed for each section by the $\frac{3}{4}$ rule will be clearly indicated on the Time Card. However you are advised not to start a Self-Start Regularity Section before it opens – the marshals may not be ready for you at the IRTCs!



Best wishes from everyone at Three Castles Classic Rallies.

For the latest on the Three Castles Welsh Classic Trial see www.three-castles.co.uk

Except where specifically permitted, competitors may not pass through a Control of any kind more than once; may not turn round in a control and must approach and depart from the control in the directions specified or implied by the route instructions. The penalty for doing otherwise is equivalent to missing that control.

No section of road should be used more than once unless explicitly instructed.

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In the event of a significant unscheduled delay at a Test Start or RSC, a competitor may ask the marshal to record a delay allowance (R12.2.3) on the Time Card. This delay allowance may be used if necessary at the next MTC to extend the OTL time (R12.2.7). The Final Instructions will detail exactly how Delay Allowance will operate.

16. Regularity Sections

There will be regularity sections (R10.4) in which competitors will be required to maintain a constant speed of 30mph or less.

The speed may change during a section; the speed to be maintained will be made known to competitors at or prior to the Regularity Start Control. These sections will be timed to the second.

Competitors must be ready to start immediately on arrival. They will be allocated a start time on the next practicable full minute and normally no two cars may start at the same time.

Some RSCs may be self-start controls with no marshal for which the procedure to be followed is set out in SR15 (v) above.

Competitors will be timed to the second at undisclosed Intermediate Regularity Time Controls (IRTCs). Their due time at these points is based on the distance from the preceding control and the average speed(s) set. IRTC's will have no advance warning but will be indicated by a large red clock Control Board at which competitors must stop astride the line and present their time card to the marshal. The marshal will record their time of stopping astride the line and will normally hand them a slip indicating the distance to that IRTC and the time they should have taken from the RSC or preceding IRTC as applicable.

If arriving at an IRTC and there is already another car stopped astride the line, you should stop directly behind that car and the marshal will time you as you stop. Do not try to park alongside any previous car.

Competitors may not stop or slow down unduly within sight of an IRTC. If they do they will be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 100 marks.

Competitors will be penalised 1 mark per second early or late at each IRTC up to a maximum of 300 marks at any one IRTC.

There may be more than one IRTC on each regularity section.

The organisers' official distance will be measured using a distance meter, which will have been set to give a reading as close as possible to the actual distances. Prior to the start of the event, competitors will be given the opportunity to set their own trip meters, or calculate discrepancies, on a circular route of about 5 miles.

17. Special Tests

During the event there will be a number of Special Tests, timed to the second.

Timing on Tests may either be by means of separate Start and Finish clocks or by a single stopwatch.

All crew members, tools, equipment etc must be carried in their normal places during each Test.

Competitors must be ready to start each Test immediately on arrival. If they are not ready, they may be given the start signal anyway and their Test time taken from then.

Some Tests may require the completion of Codes by competitors, which must be done in INK. Specific instructions will be provided.

Competitors overshooting the Finish line **MUST NOT REVERSE BACK**. They will be allocated the time at which they cross the line plus the penalty for failing to stop astride (10 seconds added). A competitor who reverses back will be given the Maximum Time. It is possible that cars may close up towards the end of longer Tests, if this occurs and a following competitor indicates they wish to pass the slower car must allow them to pass as soon as it is safe to do so. Force majeure will apply should any competitor be baulked in these circumstances.

A Bogey Time for each Test will be published, based on a 30mph average speed maximum. A Maximum Time for each Test will be published; this time is the maximum penalty that may be assigned for a Test.

A competitor's deemed time for each Test will be calculated as follows: (1 second = 1 mark)

a. Taking the Bogey Time or Less	Assigned bogey time
b. Taking longer than the Bogey Time but less than the Max. Time	Assigned actual time taken
c. Taking longer than the Maximum Time	Assigned Maximum Time
d. Striking a cone or marker	10 marks per occasion added
e. Crossing a baulk line	10 marks per occasion added
f. Failing to cross a line with all four wheels	10 marks per occasion added
g. Failing to stop astride a line correctly	10 marks per occasion added
h. Making a false start	30 marks per occasion added
i. Failing to stop in a box	10 marks per occasion added
j. Taking the wrong route or otherwise failing to complete the Test (including making no attempt to stop astride)	Assigned Maximum Time
k. Not attempting a test	Assigned Maximum Time
l. Additional penalties for specific requirements of a Test	As defined in the Road Book
m. Certain Special Tests of precision may also be included – the penalties applicable will be specified on the test instructions.	

Awards will be given to the top three crews scoring the least number of marks, when all the penalties from the tests are added together.

18. Penalties

General Regulation R13 is modified as follows: Penalties will be expressed as marks lost as follows:

- | | | |
|-------|---|------------------------|
| (a) | Not reporting or reporting over 30 minutes after due time at a Main Time Control | Deemed to have retired |
| (b) | Not reporting or reporting after closing time at a Regularity Start Control or Test Start; wrong direction of approach or departure from such a Control. | 300 marks |
| (b) | Not visiting or reporting after closing time at an Intermediate Regularity Timing Control, wrong direction of approach or departure from such a control | 300 marks |
| (c) | Not complying with other requirements of the Time Cards, Route Cards and other written instructions including visiting a control more than once. | 300 marks |
| (d) | Not visiting a Passage Check or Secret Check; not recording the information required at a Route Check; wrong direction of approach or departure from a Passage Check or Secret Check; visiting a Passage Check, Secret Check or Route Check out of order. | 300 marks |
| (e) | Arriving at a Main Time Control before Scheduled Time, per minute. | 120 marks |
| (f) | Late arrival after due time at the Start MTC or Lunch Out MTC, per minute. | 60 marks |
| (h/j) | Early or Late arrival at an Intermediate Regularity Time Control on a Regularity Section, per second. | 1 mark |
| (h/j) | Maximum Penalty that may be incurred at any one Intermediate Regularity Time Control (including not visiting, wrong direction of approach or departure). | 300 marks |
| (k) | Breach of a statutory requirement concerning the driving of a motor vehicle. | 1800 marks |
| (l) | Contravention of R12.7- ¾ rule, first offence. | 1800 marks |

Each crew will drop their worst late time penalty at a visited IRTC.

Other penalties apply as per R13 and these SRs.

To be classified as a finisher, competitors must visit every MTC within maximum permitted lateness (OTL) and avoid the penalty of exclusion for any reason.

Ties will be decided by reference to:

- i) Fewest penalties on the Regularity Sections
- ii) Fewest penalties on the Special Tests
- iii) Furthest cleanest.

What is Ecurie Cod Fillet ?

A unique feature of the Tour of Cheshire is our involvement of ECF members to assist with the organisation, marshalling and social aspects of the event.



Initially it was primarily for British rallyists but famous names from other countries - Erik Carlsson, Timo Makinen, Rauno Aaltonen, Simo Lampinen and Hannu Mikkola (all winners of the RAC Rally) - soon became members! Today's membership is still an exclusive "under 300" and is a veritable "who's who" of the good old days of British rallying in the 1950s, 1960s and early 1970s. Messrs Fidler and Hopwood also started the first "closed-road" rally when they founded the Manx in 1963.

Reunions are held every three years, the most recent being in October 2010 to celebrate which was attended by 195 people. We again look forward to welcoming a good number of these rallyists of old to the 2012 Tour of Cheshire.

19. Results and Protests

Provisional results will be posted as soon as possible. These will be declared final within 30 minutes unless any query or protest is received.

Queries relating to each part of the results must be made to the Results Team via the Competitor Liaison Officer as soon as possible after the due time, or actual (if later), of posting of the results and in all cases within 30 minutes, using the form provided. Replies will be posted as soon as possible. Making a query does not invalidate the right of the competitor to protest subsequently in writing to the Clerk of the Course or appeal to the Stewards of the Meeting. Any formal protest must be made within the period quoted in section C5, unless the matter has been the subject of an enquiry to the Clerk of the Course; in this case it must be made within 30 minutes of the reply of the Clerk of the Course. Any appeals or protests must comply strictly with GR C5 and C6.

Keep up-to-date with event news at www.tourofcheshire.co.uk

20. Awards

Awards will be given as follows:

Finishers Awards – to every finishing crew - two Cheshire Cheese Truckles from David Williams Cheese, of Crewe. These will be presented on the finishing line by a rallying celebrity.

Overall Winning Crew	Trophies to driver and navigator
2nd Overall	Trophies to driver and navigator
3rd Overall	Trophies to driver and navigator

Class Awards - 1st, 2nd and 3rd	Trophies to driver and navigator; Subject to 1 st in class with 5 or more starters – 2 nd in class with 8 or more starters 3rd in class with 12 or more starters
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No person may win more than one of the above awards.

Don Barrow Rally Navigation

1st Beginner	Trophies to driver and navigator and Don Barrow RB8 Map magnifier
2 nd Beginner	Don Barrow Pro-Pacelight
3 rd Beginner	Don Barrow Average Speed tables.

Best Marshal	An Award
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Best pre-1960 car (Classes A (Cat 1))	Mike Sutcliffe Memorial Trophies – returnable trophies from early RAC Rallies to driver and navigator
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First ANWCC Championship contenders:	Awards to 1st Driver and 1st Navigator
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First Knutsford & DMC members:	Awards to 1st Driver and 1st Navigator
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Best performance in a Mark 1 Ford Escort –	The Lloyd Watson Trophy
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Any further awards will be notified in the Final Instructions.

21. Insurance

All competitors must have valid insurance while driving on the public highway during the event. The Club has applied to Lockton Insurance Brokers for a blanket cover note under their Road Traffic Act Insurance Scheme to allow those competitors who need to use the scheme to obtain Third Party Cover to meet the RTA requirements for the road sections. The basic rate for the event before any loadings will be £16.24 inclusive of Insurance Premium Tax.

Competitors are eligible to sign on for the event if any of the following apply:

1. The driver has extended his own motor insurance in accordance with GR A34.
2. A Letter of Acceptance valid for this event has been issued by Lockton (see below).
3. The following declaration can be signed and dated by the driver at signing on:
 - a. I am over 21 years of age and have held a full driving licence for at least six months
 - b. I have had no more than one fault accident in the last three years
 - c. I have no convictions other than a maximum of six speeding points on my licence
 - d. I have no physical or mental disabilities
 - e. There are no other material facts to disclose which are likely to influence the acceptance or assessment of risk.

Failure to declare material facts may lead to the Insurer declaring the resultant cover to be null and void. If you are in any doubt about facts, which may be considered to be material, these should be disclosed for your own protection.

If you cannot sign the above declaration your terms for the event may be loaded above the basic rate premium and you should apply to the Entries Secretary for a Lockton Declaration Form, which must be completed in full and returned to the Entries Secretary not less than 15 days before the event so that it can be referred to Lockton. It will then be possible to consider your individual position. Lockton will issue you with a letter for you to produce at future events.

Competitors who arrange their own insurance via an alternative supplier MUST provide the organisers with the insurance company name, address and telephone number in accordance with D.12.3.6. Please note supplying the name of an insurance broker is not acceptable.

All correspondence regarding this scheme will be undertaken by the Club.

22. Assistance

No organised assistance will be allowed. Cars may only be worked on by their own or by other competitors, using tools and parts carried in their competing cars, or at *bona fide* garages. All wheels and tyres used must be carried in the competing car throughout the event. The penalty for breach of this regulation is exclusion (R13). Assistance will be provided by the organisers in the form of a rescue vehicle with the closing car.

23. Observer

There will be an observer appointed to the event. He shall be deemed a Judge of Fact and a Driving Standards Observer as per R8.3 in respect of the noise level of competitors, both prior to the start and during competition and also in respect of unauthorised assistance. With regard to noise level and at his absolute discretion, the observer shall be empowered to exclude a competitor due to undue noise, or failing to treat appropriately a Give Way Junction, driving in a manner likely to bring motorsport into disrepute or any behaviour deemed detrimental to good public relations during the course of the event.

24. Accommodation

Accommodation is available for the Friday and Saturday nights at the start and finish venue or surrounding area – see both the Tour of Cheshire website (www.tourofcheshire.co.uk/rally_hq.html) and the Cheshire Tourism site (www.visitcheshire.com). A special rate has been agreed for competitors (£72 for either a twin or double room to include a bacon roll) at the Wild Boar Hotel (telephone number 01829 260309) which competitors should book direct quoting the 'Tour of Cheshire car rally' special rate. Early booking is advised.

Tea, coffee and limited breakfast refreshments (bacon rolls etc) will be available for purchase at the start venue on Saturday morning.

25. Trailer Parking - Trailers may be left at from the Friday evening at Beeston Cattle Market.

26. Photographer - The Official Photographer for the event is Tony Large Photographic. Website www.tonylarge.net

27. Acknowledgements - Our sponsors, venue landowners, marshals and residents en route. A full list of acknowledgements will appear in the Final Instructions.





The Classic Rally Association

The original organisers of European classic car rallies. Nobody else has as much experience of International Regularity Events.

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