



Organised by
Knutsford & District Motor Club Ltd

REGULATIONS



www.tourofcheshire.co.uk

FOREWORD

2018 will be our fifteenth running of the Tour of Cheshire, a daylight Historic Road Rally comprising of 10 special tests and 90+ miles of regularity sections. The organising team is drawn from members of Knutsford & District Motor Club Ltd who regularly compete on historic road rallies.

This year we will be one core team member short. As most people know Nigel Raeburn passed away in October 2017 after his battle with cancer over the last couple of years. Nigel had been involved with, amongst other motorsport activities, the Tour of Cheshire since its inception in 2004. He was Clerk of the Course for five years before he asked me to take over from him. He continued to be very much involved with all the subsequent events on the organising team and was also CLO and VIP liaison officer up until last year's event. He would also ensure we were on the 'straight and narrow' and would use his considerable knowledge and experience to guide us at times of difficulty. His wise counsel was always available. He will be sadly missed. Nigel Raeburn R.I.P.

The event is again based about nine miles south of the historic city of Chester and runs through the scenic lanes of Cheshire. Our base event format will be similar to previous events on the basis of 'if it ain't broke don't fix it'.

Signing on will take place at the Bickerton Poacher Inn, Bulkeley, SY14 8BE (MR 117/524 545) where Friday night food (at a reasonable price) will be available. Trailer parking will be available, for those who must, at Beeston Cattle Market which is a few miles away.

We are pleased to welcome HRCR Hagerty Clubmans 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 have even found time for a brief tea stop in the afternoon. We will issue some handy navigational tips but there should be nothing to trick you in the instructions given. For beginners there will be a 'teach in' on Friday evening at the Bickerton Poacher at about 7:00 pm. Please note the entry fee includes morning coffee, light lunch and a hot prize giving buffet supper.

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

To encourage entries from pre-1960 cars you will note there are 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 £20,000 for them). 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.

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 |
| 2012 | John Ruddock / David Taylor, Ford Escort |
| 2013 | Matt Warren / Cath Woodman, Ford Escort |
| 2014 | Andrew Mallagh / Paul Harley, Porsche 911 |
| 2015 | Matt Warren / Guy Woodcock, Ford Escort |
| 2016 | Matt Warren / Andy Pullan, Ford Escort |
| 2017 | Howard Warren / Iain Tullie, Porsche 911 |

SUPPLEMENTARY REGULATIONS

1. Announcement

Knutsford & District Motor Club will organise a National B Historic Road Rally called “The Tour of Cheshire” on Saturday 3rd March 2018. 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 HRCR Hagerty Insurance Clubmans Rally Championship, the HRCR Premier Rally Championship, the ANWCC Historic Road Rally Championship.



We are also pleased to support the awards (for HRCR Clubmans championship registered contenders) for the Amazon Cars Challenge Cup. 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. Appropriate authorisation numbers will be notified in the Final Instructions.

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 and EMAMC

Please note these clubs include: HERO, HRCR and Knutsford & District Motor Club.

4. Eligible Cars

The event is open to cars which comply with the requirements for Category 1, 2, 3 or 4 Historic rally cars as set out in General Regulation R19.1. **In accordance with R19.1 a car will be dated by the specification presented and not necessarily by the date of build or registration.** All vehicles must comply with MSA Technical Regulations and in particular articles J5, R18 and R19. Category 3 and 4 cars must have the relevant FIA homologation papers. All vehicles must be taxed and insured for the public highway.

Category 2, Category 3 or Category 4 cars that do not not fully comply with General Regulation R.18.2 may be considered for acceptance subject to the organisers being granted specific waivers by the MSA in accordance with R19.5.1. **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 10th February 2018.**

Competitors will be required to present a current MOT certificate (for cars manufactured after 1960), the Vehicle Registration Document (V5) or other suitable documentation as proof of period authenticity and the name and address of their insurers (if not using the JELF scheme see section 21).

5. Classes

There will be up to 20 Classes based on crew experience and car age. The organisers reserve the right to, and will, amalgamate classes and/or place vehicles and crews 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 with a specification valid on or pre 31st December 1959 (Cat 1 for these dates).

A2 Experts in cars with a specification valid on or pre 31st December 1959 (Cat 1 for these dates).

A3 Novices in cars with a specification valid on or pre 31st December 1959 (Cat 1 for these dates).

A4 Beginners in cars with a specification valid on or pre 31st December 1959 (Cat 1 for these dates).

B1 Masters in cars with a specification valid between 1st January 1960 and 31st December 1967 (Cat 1 for these dates).

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B2 Experts in cars with a specification valid between 1st January 1960 and 31st December 1967 (Cat 1 for these dates).
B3 Novices in cars with a specification valid between 1st January 1960 and 31st December 1967 (Cat 1 for these dates).
B4 Beginners in cars with a specification valid between 1st January 1960 and 31st December 1967 (Cat 1 for these dates).
C1 Masters in cars with a specification between 1st January 1968 and 31st December 1974 (Cat 2).
C2 Experts in cars with a specification between 1st January 1968 and 31st December 1974 (Cat 2).
C3 Novices in cars with a specification valid between 1st January 1968 and 31st December 1974 (Cat 2).
C4 Beginners in cars with a specification valid between 1st January 1968 and 31st December 1974 (Cat 2).
D1 Masters in cars with a specification valid between 1st January 1975 and 31st December 1981 (Cat 3).
D2 Experts in cars with a specification valid between 1st January 1975 and 31st December 1981 (Cat 3).
D3 Novices in cars with a specification valid between 1st January 1975 and 31st December 1981 (Cat 3).
D4 Beginners in cars with a specification valid between 1st January 1975 and 31st December 1981 (Cat 3).
E1 Masters in cars with a specification valid between 1st January 1982 and 31st December 1985 (Cat 4).
E2 Experts in cars with a specification valid between 1st January 1982 and 31st December 1985 (Cat 4).
E3 Novices in cars with a specification valid between 1st January 1982 and 31st December 1985 (Cat 4).
E4 Beginners in cars with a specification valid between 1st January 1982 and 31st December 1985 (Cat 4).

Experience definitions are as follows:

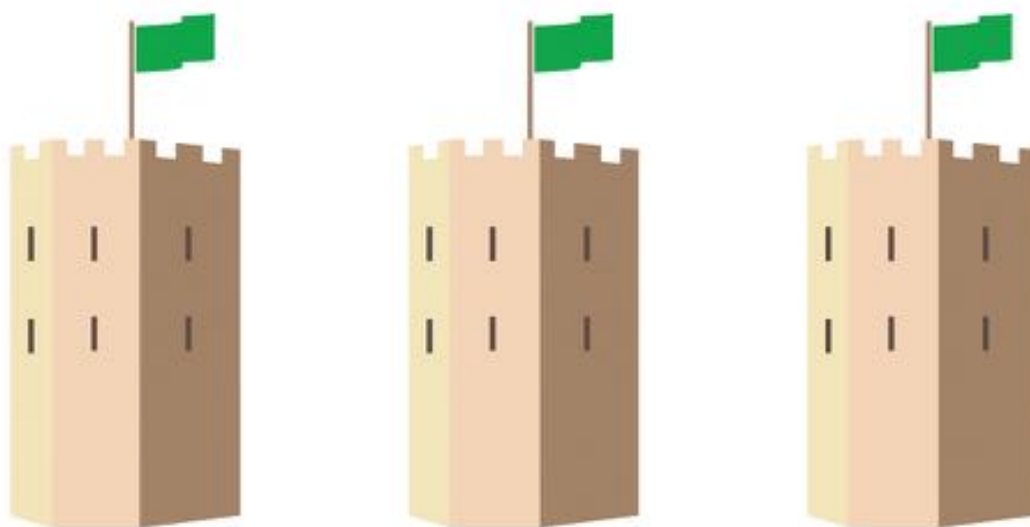
"Master" a crew where any member has had two or more finishes in the top five places overall of a HERO, National B or higher status historic road rally in the last five years.

"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 HERO, National B or higher status historic road rally in the last five years.

"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.



THREE CASTLES TRIAL

5-8 JUNE 2018

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 Bickerton Poacher Inn, SY14 8BE (117 / 524 545). Directions can be found on either the Bickerton Poacher website or via www.tourofcheshire.co.uk/rally_hq.html. The rally will start and finish at the Bickerton Poacher.

The Programme will be:

| | |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| Tuesday 2nd January | Entries open |
| Friday 16th February | Entries close for seeding purposes |
| Friday 23rd February | Entries finally close |
| Monday 26th February | Final Instructions e-mailed or mailed including navigational tips and outline route instructions. |
| Friday 2nd March | |
| 18:00hrs – 20:00hrs | Scrutineering and noise test, at Beeston Cattle Market, documentation and signing on (finishing at 20:30) at the Bickerton Poacher. |
| Saturday 3rd March | |
| 07:00hrs – 08:00hrs | Scrutineering, noise test, documentation and signing on at the Bickerton Poacher- by arrangement only. |
| 08:15 hrs | First car starts. |
| 17:00 hrs approx. | Finish at the Bickerton Poacher. |
| 17:30 hrs approx. | Buffet supper starts. Bar open. |
| 19:45 hrs approx. | Prize giving |

7. Officials

| | |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Stewards of the Meeting | Mike Sones Mike Lawson TBA |
| Clerk of the Course | Mike Harrison Ivy House Brook Lane Beeston Castle Tarpoley Cheshire CW6 9TU Home : 01829 260813 Mobile : 07785 707657 Email : mikeharrison1953@gmail.com |
| Secretary of the Meeting | Lorna Harrison Home : 01829 260813 Mobile : 07977 846548 Email : lorna.harrison@me.com |
| Entries Secretary | Steve Skepper % Ivy House Brook Lane Beeston Castle Tarpoley, Cheshire CW6 9TU Home : 01942 871618 Mobile : 07944 618545 Email : steve@skepper.net |
| Chief Scrutineer | David Walters |

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| | |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Environmental Scrutineer | David Walters |
| Driving Standards Observer | Norman Robertson |
| Chief Timekeeper | Duncan Wild |
| Joint Chief Marshals | Roger Hopkins Noel Watson Email : marshals@tourofcheshire.co.uk |
| Test co-ordinator | Dale Cox |
| Results | Lorna Harrison Tony Michael (Chelmsford MC) |
| Consultant | Don Barrow |
| Website | Don Barrow |
| Sponsorship Coordinator | Mike Harrison |
| Safety Officer | Duncan Stock |
| Club Safeguarding Officer | Mike Timmins Mobile : 07747 620009 |
| Competitor Liaison Officer | Graham Raeburn Email : CLO@tourofcheshire.co.uk |

Please respect officials privacy and other commitments and if contacting them 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. MSA General Regulations

All other General Regulations of the MSA apply as written in the MSA Yearbook 2018.

9. Prohibited Equipment

Electronic devices that carry out more functions than simple distance or time measurement are prohibited from all competing cars. Simple hand held non-programmable calculators and digital timers and stopwatches are permitted.

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

Competitors will be identified by a rally plate which will be provided by the organisers and should be fixed to the front of the vehicle. The organisers will also provide self-adhesive numbers to be affixed to the left and right sides of the vehicle, preferably on the rear side windows. Competitors not displaying proper identification throughout the event may incur exclusion or a lesser penalty, at the organisers' discretion.

11. Entries

Entries will open on 2nd January at 00:01 and close on 23rd February. Seeding will be based on entries accepted by 16th February.

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 or pdf form from the website) posted to the Entries Secretary at the address above. In either case the appropriate fee must be either paid by bank transfer or by cheque posted to the Entries Secretary. Entries will only be accepted when payment has been received.

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Where payment is by cheque entries will be reserved for four working days to allow time for the cheque to arrive. After this time the entry will be released and selected on a first paid first served basis. Where payment is by bank transfer entries will be selected on a first paid first served basis subject to any entries being reserved for cheque paying entrants. Post dated cheques will not be accepted.

The entry fee will be £135, which includes coffee and lunch during the day and prize-giving buffet on Saturday evening for two people.

All competitors should ensure they supply a valid e-mail address on their entry form. 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 85. The minimum is 50, should this figure not be reached the organisers reserve the right to cancel the meeting.

Entries cancelled in writing by the closing date will receive a full refund. Thereafter, any refund will be 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.



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- ✓ Stage Rally cars
- ✓ Sprint & Hillelimb cars
- ✓ Rally Service Vehicles
- ✓ PCT cars
- ✓ Autotest cars
- ✓ Historic cars
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We are also competitive for all other classes of insurance:

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for further information

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12. Route

The total route length will be approximately 150 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 Maps

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.

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

Competitors will require OS 1:50,000 (Landranger) map numbers 117 and 118. Competitors are advised to obtain the latest versions of these maps. The navigation instructions will not be checked on earlier versions.

The route has been measured in accordance with the Don Barrow method as outlined in the document available from the website.



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 1,800 marks.

15. Road Section Timing and Control Procedure

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

The scheduled time for Car 0 at each Main Control will be given on the Timecard and competitors can determine their own scheduled time by adding their competitor number in minutes to this time. It is the competitor's responsibility to ensure that times are correctly recorded on the Timecard and that those Timecards are handed in when and where instructed.

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

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i) **Main Time Controls (MTC)** will be located at the start, lunch halt out and finish, and competitors must visit within their maximum lateness of 30 minutes in order to be classified as finishers. Cars must start from MTC1 and MTC2 at their due time as there is no penalty free lateness at these controls.

ii) **Passage Checks (PC) or Route Checks (RC)** may be situated at points on Regularity, Road or Test sections to ensure adherence to the prescribed route or to collect Timecards. They may be manned where competitors must stop and marshals will sign the competitor's Time Card or consist of code boards which should be recorded IN INK in the appropriate place on the Timecard.

iii) **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). The correct start time will be recorded on the time card by the marshals at the previous control but it is the competitor's responsibility to start at that time.

iv) **Intermediate Regularity Timing Controls (IRTC)** where competitors' time of arrival will be recorded as they stop astride the line at the control point. The location of these controls will be secret. Stopping within sight of the control will be penalised unless road safety reasons are involved.

vii) **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 (R10.4 and R10.5), which may be on private land – there are no Standard Sections and no Neutral Sections (R10.2 and R10.3). 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, IRTCs 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.

Regularity Start Controls and Special Tests can be visited at any time during which the control / test is open. Please arrive at Regularity and Test Starts at your scheduled time if possible without driving too fast and without breaking the $\frac{3}{4}$ rule (R12.7); this will assist the running of the event.

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.

In the event of a significant unscheduled delay at a Test Start or RSC, a competitor may ask the marshal to record an arrival time (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. These may be held on private land.

These sections will be timed to the second. The scheduled time for each section will be determined by the average speed for that section based on the competitor's actual time at the previous control.

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. Please clear the finish line and proceed to the marshal's timing point as soon as the marshal confirms the timing clock has been stopped to enable the marshal to record your time on your timecard.

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 time that may be assigned for a Test.

A competitor's deemed time for each test will be calculated as follows :

| | |
|---------------------------------------------------------------------|-------------------------------|
| a) Taking the bogey time or less | Assigned bogey time |
| b) Taking longer than the bogey time but less than the maximum time | Assigned actual time taken |
| c) Taking longer than the maximum time | Assigned maximum time |
| d) Striking a cone, marker or building | 10 seconds per occasion added |
| e) Crossing a baulk line | 10 seconds per occasion added |
| f) Failing to cross a line with all four wheels | 10 seconds per occasion added |
| g) Failing to stop astride a line correctly | 10 seconds per occasion added |
| h) Failing to stop in a box | 10 seconds per occasion added |
| i) Making a false start | 20 seconds per occasion added |
| j) Failing to correctly record a code board | 20 seconds per occasion added |
| k) Taking the wrong route or otherwise failing to complete the test | Assigned maximum time |
| l) Making no attempt to stop astride at finish | Assigned maximum time |
| m) Not attempting a test | 300 seconds |
| n) Additional penalties for specific requirements | As defined in the roadbook |

Certain Special Tests of precision may also be included – the penalties applicable will be specified on the test instructions.

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 reporting 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 reporting at a control more than once. | 300 marks |

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| | | |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| (d) | Not reporting at 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; reporting at 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. | 1,800 marks |
| (l) | Contravention of R12.7- ³ / ₄ rule, first offence. | 1,800 marks |

Each crew will drop their worst late time penalty at a visited IRTC which is situated on the public road.


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 the involvement of Ecurie Cod Fillet members to assist with the organisation, marshalling and social aspects of the event. ECF is an invitation-only Club formed in the 50s by Roy Fidler and the late John Hopwood for leading British rallyists.



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 few years, the most recent being in October 2016. We again look forward to welcoming a good number of these rallyists of old to the 2018 Tour of Cheshire.

19. Results and Protests

Provisional results will be posted as soon as possible following the end of the event.

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. Protests must be made in accordance with General Regulation C5.

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.

| | |
|----------------------|----------------------------------|
| 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 |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

No person may win more than one of the above awards.

Don Barrow Rally Navigation

The first beginner crew will each receive a Trophy and a set of Don Barrow Average Speed Tables.

| | |
|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| Best Marshalled control | An Award |
| Best pre-1960 car (Classes A (Cat 1)) | Mike Sutcliffe Memorial Trophies – returnable trophies from early RAC Rallies to driver and navigator |
| First ANWCC Championship contenders: | Awards to 1st Driver and 1st Navigator |
| First Knutsford & DMC members: | Awards to 1st Driver and 1st Navigator |
| Best performance in a Mark 1 Ford Escort – | The Lloyd Watson Trophy |
| 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 Organisers have applied to Jelf Motorsport for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate for the event before any loadings will be **£13.25**. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Motorsport's Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 20 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than a maximum of 6 conviction points or a licence ban on my UK driving licence
- I have the appropriate competition/club membership licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- My vehicle is MOT'd, Taxed and Insured for the road
- I have no other material facts to disclose
- Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Jelf Motorsport) which should be forwarded either to the organisers or direct to Jelf Motorsport prior to the event to allow sufficient time for a letter of acceptance to be issued.

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

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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.

23. Observer

There will be at least one observer appointed to the event. They 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 their absolute discretion, the observers 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. Trailer Parking - Trailers may be left at the owners own risk from the Friday evening at Beeston Cattle Market. The site will not be locked during the duration of the event.

25. Photographer - The Official Photographer for the event is Tony Large.

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



CLASSIC CAR INSURANCE?



THE HARD WAY

- Ring an insurance broker that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- Cough up a £15-50 "certification" fee, on top of your policy premium.
- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- Call Hagerty. 0333 323 1363.
- Go for a relaxing drive.



HAGERTY
CLASSIC CAR INSURANCE

HAGERTYINSURANCE.CO.UK

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