



Organised by  
Knutsford & District Motor Club Ltd

# Tour of Cheshire 2024

## SUPPLEMENTARY REGULATIONS





# RACE WITH RESPECT

## Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

[motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)

#RaceWithRespect

MEMBER OF





motorsport uk



# RACE WITH RESPECT

I pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

[motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)

[#RaceWithRespect](https://twitter.com/RaceWithRespect)

MEMBER OF



## FOREWORD

2024 will be the twenty first running of the Tour of Cheshire, a daylight Historic Road Rally comprising of ten special tests, including the Oulton Park Rally Stage, (all on non-car damaging surfaces) and 9 regularity sections. The event is organised by a team of regular road rally competitors from Knutsford & District Motor Club Ltd.

The event will be just under 150 miles run through the scenic lanes of Cheshire and Staffordshire. It has a new start and finish at the Acacia Suite, Wybunbury Road, Willaston, CW5 7ER (MR 118/680 519) near Nantwich. We will be following a similar event format to previous years on the basis that 'if it ain't broke don't fix it'.

We are pleased to welcome all Championship contenders especially those registered with the HRCR and ANWCC, 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.

We are planning the usual type of breaks for morning coffee, lunch and afternoon tea as well as a pre-awards supper.

Knutsford & District Motor Club are extremely grateful to our supporters, sponsors and marshals for their invaluable support. We would urge you to use their services and this, hopefully, will see their continuing support in the future. Once again, we hope to be supported by members of Ecurie Cod Fillet who will be manning a number of the controls.

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 over £20,000 for them) and we hope you will join our efforts to support this very worthwhile cause.

The organising team 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
2018	Ian Crammond / Mathew Vokes, Mercedes 280SL
2019	Thomas Bricknell / Roger Bricknell, Golf GTI
2020	Nick Bloxham / Niall Frost, Ford Escort
2021	Dan Willan / Niall Frost, Volvo PV544
2022	Dan Willan / Niall Frost, Volvo PV544
2023	Matt Warren / Ryan Pickering, Porsche 911

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**

## SUPPLEMENTARY REGULATIONS

### 1. Announcement

Knutsford & District Motor Club will organise an Interclub Historic Road Rally called “The Tour of Cheshire” on Saturday 2nd March 2024. The meeting will be held under the General Regulations of Motorsport UK (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 :

- HRCR Motorsport News Clubmans Historic Road Rally Championship
- ANWCC Historic Road Rally Championship

The event website is [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)

### 2. Permit and Competition Licence

The event will be run under an Interclub permit. All competitors will require a Competition Licence of Interclub or higher status valid for the event issued by Motorsport UK and a membership card issued by one of the eligible clubs. Appropriate authorisation numbers will be notified in the Final Instructions.

The screenshot displays the website for David Auden & Associates, Insurance Brokers. The header includes the company name and logo on the left, and the phone number 'CALL 0161 440 7590' on the right. Below the header is a navigation menu with links for Home, Personal Insurance, Competition Insurance, Commercial Insurance, Get a Quote, About Us, and Contact Us. The main content area features three large images: 'COMPETITION INSURANCE' with a rally car, 'PERSONAL INSURANCE' with a residential house, and 'COMMERCIAL INSURANCE' with a modern office building. At the bottom of the page, there is a large image of a green rally car on a dirt road with a stream, and a green banner that reads 'LOOKING FOR RALLY CAR INSURANCE? CLICK HERE'.

David Auden and Associates is authorised and regulated by the Financial Conduct Authority

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**

### 3. Eligible Competitors

All competitors must produce at signing-on a valid MSUK RS Inter Club (or higher status) competition licence and a valid membership card issued by one of the following invited bodies:

- Registered competitors in any of the above mentioned Championships
- Member Clubs of the following Associations: ANWCC, ANCC, WAMC and EMAMC.

Please note these associations include the members of Rally the Globe, HERO, HRCR and Knutsford & District Motor Club.



**Rally Navigation  
Training Services**

**Pre-Tour of Cheshire  
Navigation Training Workshop**

£60 per Person or £80 per Crew

Aimed at Beginners & Novices to HRCR  
style events

Learn about route plotting & regularity  
skills

Hints & Tips to prepare for the ToC  
Friday 1<sup>st</sup> March 2024 10:30 - 3:00

[www.rallynav.co.uk](http://www.rallynav.co.uk)

Comberbach, Cheshire



### 4. Eligible Cars

The event is open to cars which comply with the requirements for Category 1, 2, 3, 4a or 4b 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 Motorsport UK Technical Regulations and in particular articles J 5, R 18 and R 19. All vehicles must be taxed and insured for the public highway.

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**

Category 2, Category 3, Category 4a or Category 4b cars that do not fully comply with General Regulation R.18.2 may be considered for acceptance subject to the organisers being granted specific waivers by Motorsport UK 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.**

Competitors will be required to present a current MOT certificate (where applicable), 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 REIS Motorsport scheme see section 21).

## 5. Classes

There will be up to 24 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.

M1 Masters in cars with a specification valid on or pre 31/12/1959 (Cat 1 for these dates).

M2 Masters in cars with a specification valid between 01/01/1960 and 31/12/1967 (Cat 1 for these dates).

M3 Masters in cars with a specification valid between 01/01/1968 and 31/12/1974 (Cat 2).

M4 Masters in cars with a specification valid between 01/01/1975 and 31/12/1981 (Cat 3).

M5 Masters in cars with a specification valid between 01/01/1982 and 31/12/1985 (Cat 4a).

M6 Masters in cars with a specification valid between 01/01/1986 and 31/12/1990 (Cat 4b).

E1 Experts in cars with a specification valid on or pre 31/12/1959 (Cat 1 for these dates).

E2 Experts in cars with a specification valid between 01/01/1960 and 31/12/1967 (Cat 1 for these dates).

E3 Experts in cars with a specification valid between 01/01/1968 and 31/12/1974 (Cat 2).

E4 Experts in cars with a specification valid between 01/01/1975 and 31/12/1981 (Cat 3).

E5 Experts in cars with a specification valid between 01/01/1982 and 31/12/1985 (Cat 4a).

E6 Experts in cars with a specification valid between 01/01/1986 and 31/12/1990 (Cat 4b).

N1 Novices in cars with a specification valid on or pre 31/12/1959 (Cat 1 for these dates).

N2 Novices in cars with a specification valid between 01/01/1960 and 31/12/1967 (Cat 1 for these dates).

N3 Novices in cars with a specification valid between 01/01/1968 and 31/12/1974 (Cat 2).

N4 Novices in cars with a specification valid between 01/01/1975 and 31/12/1981 (Cat 3).

N5 Novices in cars with a specification valid between 01/01/1982 and 31/12/1985 (Cat 4a).

N6 Novices in cars with a specification valid between 01/01/1986 and 31/12/1990 (Cat 4b).

B1 Beginners in cars with a specification valid on or pre 31/12/1959 (Cat 1 for these dates).

B2 Beginners in cars with a specification valid between 01/01/1960 and 31/12/1967 (Cat 1 for these dates).

B3 Beginners in cars with a specification valid between 01/01/1968 and 31/12/1974 (Cat 2).

B4 Beginners in cars with a specification valid between 01/01/1975 and 31/12/1981 (Cat 3).

B5 Beginners in cars with a specification valid between 01/01/1982 and 31/12/1985 (Cat 4a).

B6 Beginners in cars with a specification valid between 01/01/1986 and 31/12/1990 (Cat 4b).

Experience definitions are as follows:

**"Master"** a crew where any member has had two or more finishes in the top ten places overall of an Interclub, 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 twenty five places overall of an Interclub, 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.

Novice and beginner have the same meaning as Non-Expert and Novice in R16.1.4.

**2024 1 2024 ROAD TO HANOI MARATHON**  
27 January to 23 February 2024

Discovering the trails of South East Asia, this Marathon explores the stunning mountains and coastlines of Vietnam, Cambodia, Thailand and Laos. The 8,500km route is packed full of gems including Angkor Wat, Chiang Mai, the Mekong River, the Ho Chi Minh Trail, Sa Pa, the Tram Ton Pass and Halong Bay.

**2024 3 2024 GENERATIONS RALLY**  
22 to 24 March 2024

For the third running of our weekend rally for vintage and classic car crews from two generations we will explore Cheshire, Shropshire and North Wales.

**2024 5 2024 VINTAGE SHAMROCK**  
6 to 9 May 2024

The fifth running of this pre-war only event, four days weaving a fantastic route along Ireland's scenic and traffic-free roads, enriched with wonderful Irish hospitality and charm.

**2024 1 2024 CARRERA BAVARIA**  
16 to 26 June 2024

The fifth in Rally the Globe's Carrera series will take us through the varied landscapes of southern Germany, with occasional trips over the border into neighbouring Austria. Super smooth asphalt roads and spectacular mountain views are on the menu.

**2024 1 2024 AUSTRIA TO ATHENS CHALLENGE**  
30 September to 13 October 2024

A two week competitive rally across Europe from the snow-capped Austrian Alps to the ancient city of Athens on the Aegean Sea. Asphalt and gravel roads, a variety of Tests and Regularities, and an adventure through some of the less-explored parts of the Balkans.

Sponsored by: | Sotheby's

For full details see [www.rallytheglobe.com](http://www.rallytheglobe.com)   
or contact us on [info@rallytheglobe.com](mailto:info@rallytheglobe.com) or +44 113 360 8961

Rally the Globe  
VINTAGE AND CLASSIC CAR CLUB

Subject to change Images: shutterstock.com, greatbrown.co.uk & K-Design

## 6. Programme

Scrutineering and documentation will take place at Reaseheath College (118 / 652 542) What3Words implanted.deed.tissue. Signing on will be performed electronically prior to the event and will involve the loading of images of both competition licences and club cards. The rally will start and finish at the Acacia Suite, Wybunbury Road, Willaston CW5 7ER (118 / 680 519) What3Words drip.gravitate.journals.

The Programme will be:

**Thursday 4th January**

Entries and signing on will open at midday

**Friday 16th February**

Entries close at 23:59

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**



**Tuesday 27th February** Final Instructions will be e-mailed or mailed to both drivers and navigators including navigational tips and outline route instructions.

**Friday 1st March**

18:00hrs – 20:30hrs Scrutineering, noise test and documentation at Reaseheath College (118 / 652 542).

**Saturday 2nd March**

07:00hrs – 07:45hrs Scrutineering, noise test and documentation at the Acacia Suite-  
**by arrangement only.**  
07:45 Drivers Briefing  
08:00 hrs First car starts.  
17:00 hrs approx. First car finishes at the Acacia Suite.  
17:30 hrs approx. Buffet supper starts. Bar open.  
19:45 hrs approx. Prize giving

**7. Officials**

**Event Stewards** Mike Lawson  
Rob Lyall  
Richard Prosser

**Clerk of the Course** Mike Harrison  
Home : 01829 260813  
Mobile : 07785 707657  
Email : [mikeharrison1953@gmail.com](mailto:mikeharrison1953@gmail.com)

**Secretary of the Meeting** Lorna Harrison  
Mobile : 07977 846548  
Email : [lorna.harrison@me.com](mailto:lorna.harrison@me.com)

**Entries Secretary** Steve Skepper  
Brora  
Culdoach Road  
Tongland  
Kirkcudbright  
DG6 4LU  
Mobile : 07944 618545  
Email : [skeppsj@gmail.com](mailto:skeppsj@gmail.com)

**Chief Scrutineer** David Walters

**Driving Standards Observers** Norman Robertson  
Les Sharp

**Chief Timekeeper** Duncan Wild

**Chief Marshal** David Bramhill  
Email : [marshals@tourofcheshire.co.uk](mailto:marshals@tourofcheshire.co.uk)

**Chief Test Marshals Cordinator** Dale Cox

**Website and Consultant** Don Barrow

**Safeguarding Officer** Mike Timmins  
Mobile : 07747 620009  
Jenny Lawson  
Mobile 07917 205846  
E mail [safeguarding@knutsfordmotorclub.co.uk](mailto:safeguarding@knutsfordmotorclub.co.uk)

**Competitor Liaison Officer** Graham Raeburn  
Email : [grahamraeburn75@googlemail.com](mailto:grahamraeburn75@googlemail.com)

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**

Please respect officials privacy and other commitments and if contacting by them by telephone please do so before 9pm.

**ALL OTHER E-MAIL QUERIES TO – [historic@knutsfordmotorclub.co.uk](mailto:historic@knutsfordmotorclub.co.uk)**

**Judges will be appointed.** A list of Judges and what they are judging will be published on the official notice board at Rally HQ.

## **8. Motorsport UK General Regulations**

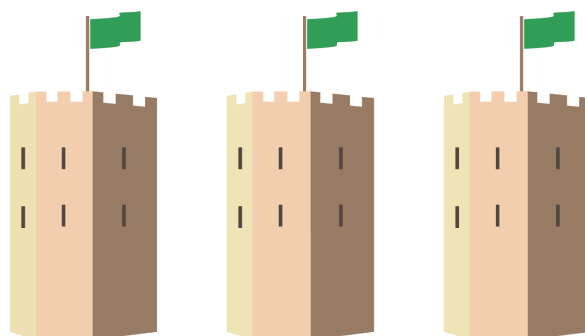
All other General Regulations of Motorsport UK apply as written in the Motorsport UK Yearbook 2024.

## **9. Prohibited Equipment**

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

The use of global positioning systems or any other type of position determining device is prohibited and will be subject to event disqualification.

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 subject to event disqualification.



# THE TWENTIETH THREE CASTLES TRIAL 4th-7th JUNE 2024 [www.three-castles.co.uk](http://www.three-castles.co.uk)

Anniversary offer for Tour of Cheshire entrants

## **10. Identification**

Competitors will be identified by two rally plates which will be provided by the organisers and should be fixed to the front and rear of the vehicle. The organisers will also provide hi vis 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 event disqualification or a lesser penalty, at the discretion of the Clerk of the Course.

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**

## 11. Entries

Entries will open on 4th January at midday and close on 16th February at 23:59.

Entries will only be accepted if submitted either via the online entry form (available from [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)) or a paper copy of the Official Entry Form (available from the Entries Secretary) 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 where the entry form includes a named driver, named navigator, a valid car and payment has been received and cleared. Once an entry has been accepted only two changes (one to crew members and one to car) will be allowed. If more than 2 changes (excluding minor changes for typos and spelling) are made the original entry will be void and the entry will then be treated as new and placed in the appropriate place in the queue.**

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 £205, which includes lunch and refreshments 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 75. 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, including pandemic restrictions, 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. In the event of cancellation a minimum of £20 will be refunded.

## 12. Route

The total route length will be approximately 150 miles including private land mileage. It will comprise mainly 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 via the road book.

## 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. Navigation instructions for the regularity sections will be provided in advance of starting each regularity and some will be given out at documentation (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 transport sections, Main Time Controls, Regularity Start Controls, Test Venues and fuel opportunities will be issued to all competitors with the Final Instructions. Stop and Give Way junctions (in accordance with R9.1.1-9.1.2) will also be issued to competitors with the final instructions.

Test diagrams will be issued to competitors at documentation.

Competitors will require OS 1:50,000 (Landranger) map numbers 109, 117, and 118. Competitors are advised to obtain the latest versions of these maps as the navigation instructions will not be checked on earlier versions. Only a small part of map 109 is used and copies of the relevant extract will be supplied at documentation.

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

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**

# RVW

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### 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 20 and 30 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.

Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)

## 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):

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)** will be located at the morning coffee, lunch halt in and afternoon tea locations. There are no penalties for early or late arrival and no time will be recorded on the competitor's timecard. Marshals will provide a signature indicating proof of passage no earlier than the competitor's due time except for the PC at lunch where early arrival is allowed.

iii) **Secret Checks (SC)** 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 Secret Check. The entire road route will be made up of either Transport Sections or Regularity Sections (which may be on private land) – 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 RSCs, TSs, TFs, IRTCs and SCs) 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 ¾ 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 (R 10.6), 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 stop 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 that has been attempted. When determining whether a competitor has exceeded the maximum time their deemed time on a test will be their actual time taken plus any penalties.

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

## 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              |
| (d)   | Not reporting at a Passage Check or Secret Check; wrong direction of approach or departure from a Passage Check or Secret Check; reporting at a Passage Check, Secret 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– ¾ 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) of 30 minutes and avoid the penalty of disqualification 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.



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## 19. Results, Protests and Appeals

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. Appeals must be made in accordance with General Regulation C6.

### What is Ecurie Cod Fillet ?

Since inception in 2004 an annual 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 1950s by Roy Fidler and John Hopwood for leading British rallyists. Indeed the bulk of the membership was formed in the 1960s era through participation in the Motoring News Championship (if you won a MN event you automatically became an ECF member) which bred some formidable crews from competing in those epic 200 plus mile night rallies.



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. Sadly Roy and John passed away in recent years but ECF lives on into the future with different leaders.

Reunions are held every few years, the most recent being in December 2023 at the Cranage Business Centre, Holmes Chapel. The Tour of Cheshire again looks forward to welcoming a good number of these rallyists of old to the 2024 Tour of Cheshire.

Sadly as each year passes the ECF membership rapidly diminishes in numbers but the old tradition of "Press on regardless" lives on.

I became an ECF member in 1959 and I can certainly claim to be the oldest member to date.

Don Barrow December 2023



## 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 <sup>st</sup> in class with 5 or more starters 2 <sup>nd</sup> 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 two £30 vouchers for use at Don Barrow Rally [www.donbarrow.co.uk](http://www.donbarrow.co.uk).

<b>Best pre-1960 car (Classes A (Cat 1))</b>	Mike Sutcliffe Memorial Trophies – returnable trophies from early RAC Rallies to driver and navigator
<b>First ANWCC Championship contenders</b>	Awards to 1st Driver and 1st Navigator
<b>First Knutsford &amp; DMC members</b>	Awards to 1st Driver and 1st Navigator
<b>Best performance in a Mark 1 Ford Escort</b>	The Lloyd Watson Trophy
<b>Best performance on Regularities</b>	The Nigel Raeburn Memorial Trophy

**Any further awards will be notified in the Final Instructions.**

## 21. Insurance

Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy.

If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is named on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 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.

**Keep up-to-date with event news at [www.tourofcheshire.co.uk](http://www.tourofcheshire.co.uk)**

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to [contact@reis.co.uk](mailto:contact@reis.co.uk) and provide the Drivers' name and date of birth, the date they past their driving test and details of any motoring claims and/or convictions.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Road Section scheme is provided by ABC Insurance Brokers Limited and underwritten by Slipstream Underwriting a trading style of First Underwriting Limited.

The basic rate per driver for the Insured event, before any loadings will be:

Net Premium	£28.57
Insurance Premium Tax	£3.43 (IPT @ 12%)
Total Payable For Each Vehicle	£32.00

Slipstream Underwriting a trading style of First Underwriting Limited is authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938). Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP.

## 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

The event will appoint at least two Driving Standards Observers R8.3, who will also be Judges R8.1. The items that they will adjudicate on will be listed on the official notice board at Rally HQ.

**24. Trailer Parking** - Trailers may be left at the owners own risk from the Friday evening at Dairy House Farm (118/ 65815 56833) - the exact details will be provided in the Final Instructions.

**25. Photographer** - The Official Photographer for the event is Phil Bramhill.

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



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