

South Oxon Car Club Targa Rally



Saturday November 02nd 2024

Supplementary Regulations

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Introduction

After our successful first ever Targa Rally put on by the club last year, we are delighted to host the second running of our Targa Rally organised by South Oxon Car Club. With the great feedback from both competitors and marshals we received from last year we plan to give you an even better event to get your teeth into. A big thank you firstly from me to our main Sponsor CR Marks Ltd who's support once more is so warmly received, along with all the landowners, the club, the entire organising team, all those that have helped along the way putting the event together and most of all the marshals that on the day always help events like this work!

Once more we will be starting the rally from Prodrive in Banbury who we can't thank enough for their support and enthusiasm. Like last time we have various and challenging tests across a variety of surfaces including concrete, broken tarmac, gravel, and mud across the Oxfordshire, Buckinghamshire, and Northamptonshire borders along with some new venues.

The club is again raising funds for our chosen charity – Oxford Children's Hospital Charity, who do an amazing job. The Club will be donating to the Charity after the event so please if you can make a small donation at documentation to such a great cause that would be very kind.

Leaves me to say we look forward to receiving your entry and us all having a great rally!

Kim Bannister – Clerk of the Course

Introduction

The event will be run under a Targa Rally permit with only 2WD Road Rally cars allowed to compete at the landowner's request. To also keep the landowners happy, all Road Rally cars will be subject to tyre restrictions, and only standard road tyres or winter tyres will be allowed (see SR 5). Tyres on the current FIA asphalt tyre list are NOT permitted.

The event is will be run under a Clubman's permit. Full membership of SOCC until December 31st 2024 is included with the entry fee. An MSUK RS clubman licence or higher is required.

The route will be defined by a tulip road book and diagrams of manoeuvres, for both the link sections and competitive sections. No maps are required to complete the route; However, 1:50,000 Landranger Maps 151, 152 164, & 165 only may be carried. No other maps will be allowed and may be penalised up to exclusion by the decision of the Clerk of the Course.

To maximise the use of venues and tests throughout the day, we will start early and therefore competitors will need to attend scrutineering the evening before. All information regarding scrutineering will be advised in the final instructions. There will be no scrutineering on the morning of the event.

We anticipate an approximate total of 40 competitive miles for you to enjoy. Underbody protection is recommended for those wishing to be fully competitive.

At the time of producing the regulations it is hoped that the last test will be run in the dark so we may need to regroup the event accordingly, confirmation will be given in the final instructions.

The Entry Fee for the SOCC Targa Rally is £225 which includes two free meals at the finish for competitors.

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C.R. Marks, a leading distributor of quality automotive parts and accessories to garage customers. We offer more than 50,000-part numbers featuring some of the best-known brands in the automotive industry. Our service to customers is paramount and we offer a first-class delivery comprising of a fleet of vans, backed-up by superb technical support, range, and availability. Based in the Oxford and Banbury areas we are perfectly placed to provide our local customers with the level of service that is second to none. Serving the Oxfordshire and Bucks area we can deliver a superb service to our customers.

**Oxford
Children's
Hospital
Charity**

REGISTERED CHARITY NO. 1175809

The Oxford Children's Hospital is a very special place indeed. Built around the needs of children and their families, with all the clinical areas grouped together under one roof, it is bright and happy with indoor and outdoor play areas, sensory rooms, and even a school.

A very successful 10th Anniversary £2 Million Appeal is now helping to fund the very best patient monitor systems across all hospital areas in the Trust that care for children, microbiology equipment to quickly diagnose meningitis in just two hours (rather than two days), and contributing towards the new parents' accommodation that launched late last year.

Proposed Event Timetable

Sunday 1st September

Entries Open 19:00

Friday 25th October

Entries Close 21:00

Sunday 29th September

Electronic signing on opens 09:00

Wednesday 30th October

Electronic signing on closes 21:00

Monday 28th October

Final instructions will be sent out 18:00

Friday 1st November

Scrutineering at Prodrive Banbury 17:30 – 20:30

Saturday 2nd November

Gates open 06:00

Documentation opens at Prodrive 06:15

Drivers Briefing 08:00

Leg 1 - Car 1 to depart MTC1 08:31

Coffee MTC2 – Car 1 to depart MTC2 12:01

Leg 2 – Car 1 to depart Lunch 15:01

Finish – Last Car MTC4 18:30 approximately

Results As soon as possible at the finish venue after the event.

1. Announcement

South Oxon Car Club will organise and promote the South Oxon Targa Rally. The event will be a Clubman status Targa Road Rally open to any member of South Oxon Car Club and will be held on Saturday 2nd November 2024.

2. Jurisdiction

The rally will be held under the General Regulations of Motorsport UK (Incorporating the provisions of the International Sporting Code of the F.I.A) and these Supplementary Regulations and any other instructions that the Organisers may issue.

3. Authorisation

Motorsport UK Permit Number	Clubman	136667
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D.O.E Authorisation		TBA
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4. Eligibility - Competitors

The clubman event is open to:

Fully elected members of South Oxon Car Club. Full membership of South Oxon Car Club (valid until 31st December 2024) is included with your entry fee (if not already held) for both crew members.

All crew members must produce a valid Motorsport UK Competition Licence (minimum RS Clubman) and Club Membership card to be uploaded to MTC1.UK at signing on. Only the nominated driver may drive the car on the event. Cars may not be entered twice.

All competitors should make themselves aware of the regulations contained in Section R21 of the Motorsport UK 2024 Yearbook

5. Eligibility - Cars

All cars must comply with Motorsport UK Technical Regulations R21 and additionally with R20.1.11 (safety rules).

Waivers will not be available for Historic Road Rally cars (i.e., cars registered on or before 31st December 1985) so these cars must comply with R21 completely.

Four-wheel drive cars will not be allowed in any class.

Electric Vehicles (EV's) will not be allowed in any class.

Kit cars and Low Volume Production cars will be accepted at the organiser's discretion. Motorsport UK Regulations can be found here [Motorsport UK Yearbook 2024](#)

5.1 Tyres

- a. All road pattern tyres are allowed, i.e., tyres not marked M & S, M + S or Mud and Snow, provided that the tyres comply with the below rules and current Motorsport UK Blue Book Section L
- b. Any tyre marked M & S, M + S, Mud and Snow, or on Motorsport UK Tyre Lists 5 or 6, or with a **knobbly or gravel pattern are NOT allowed** unless provided for in d.
- c. For any cars using wheels of 12-inch diameter or less the tyres must not be hand cut in any form. For any cars with wheels of 12-inch diameter or less crews should contact the organisers for tyre approval.
- d. The following "winter" tyres are allowed:
 - Avon WT7
 - Bridgestone Driveguard Winter
 - Challenger Snow
 - Continental Winter Contact TS-850
 - Dunlop Winter Response 2, Dunlop SP Wintersport
 - Duratun Mozzo S
 - Falken Eurowinter HS01, Falken Linam R51
 - Firestone F580C, Firestone Winterhawk 3
 - Fulda Kristall Supremo
 - General Altimax A/S
 - Goodyear Vector
 - Hankook Winter Icept
 - Hifly Super 2000
 - Kenda KR16 Kargo Pro
 - Kingpin ALP-4, Weatherspeed or Weatherspeed 2
 - Kleber Quadraxer
 - Kumho KC53, KW23
 - Malatesta Polaris, Thermic (not Malatesta tyre model "M+S")
 - Marshal 857
 - Maxsport Alaska 2, Alaska 3, Alaska 5 (not Maxsport Alaska / Alaska 1)
 - Maxxis All Season
 - Michelin Alpin, Michelin X-Ice 3
 - Nankang Snow SV-2, Nankang Snow SW-7

Nexen Eurowin
Nokian Weatherproof
Radar RPY10
Rotalla Ice Plus S110
Sportway R1/R1+
Sumitomo WT200 Winter Sunny Snowmaster
Technic Weatherspeed or Weatherspeed 2 Toyo Celsius
Uniroyal Rain tyre
Vincenti Accelera
Vredestein Quatrac, Snowtrac
Westlake Sport RS, SA57, SA07, SA37
Yokohama AS21, BluEarth Winter V905, W Drive

- e. NOTE: Please check the tyres intended to be used are allowed by 5.1a or appear on the above list. If your car is presented at scrutineering / tyre check with ineligible tyres, or you subsequently change to ineligible tyres during the event, you will be excluded from the event.
- f. Newer versions of tyres on the list may be added at the discretion of the Clerk of the Course by official bulletin.
- g. Tyres on the current FIA List of Asphalt Eligible Tyres are **NOT** permitted.
- h. As per Blue Book R 21.24 – Only six tyres can be used. Penalty for ignoring this rule is up to exclusion, at the discretion of the Clerk of the Course.
- i. The organisers are planning that tyres will be marked to comply with the regulations.
- j. Competitors will need to fulfil a tyre declaration.

6. Scrutineering and Noise Test

Scrutineering will strictly take place on Friday 1st November 2024 between 17:30 – 20:00

Noise test: cars registering over **98dBa** will not be permitted to start as per **R4.1.2**. Noise checks will be performed in accordance with **R.4.1.3**. Further tests may also be performed on route as per **R4.1.6**. Timing and location for noise check will be confirmed in the Final Instructions.

Scrutineering and trailer park location to be advised in the finals.

At Scrutineering / Documentation competitors will be required to present:

- A current M.O.T certificate if required.
- The registration document for the vehicle.

It is the competitor's responsibility to ensure the vehicle is Taxed. Checks will be carried out ahead of the event. Anyone found to be driving a car without current MOT (if required) and/or untaxed on this event will be excluded and reported to Motorsport UK.

- At least one SOS/OK board must be within easy reach of both crew when seated and harness' fitted.
- All cars should have Hi Viz Jackets available within easy reach of both crew when seated and harness' fitted.

- At least one harness cutter must be fitted within easy reach of both crew when seated and harness' fitted.
- A warning triangle and small spill kit (J5.20.13) must be carried.
- A first aid kit must be carried.
- A torch must be carried.
- All cars must carry a ground sheet large enough to park their car on and this must be used whenever work is being carried out on the car.
- All cars must carry a tow rope or strap.
- Advertising is allowed up to a maximum size of one sheet of A4 on each side of the car not exceeding 1250 sq cm in total **as per 18.6.6.**
- All cars must also comply with R18.5 (Maximum of four forward facing beams) and R18.5.1 (Light pods are not permitted).
- At scrutineering cars will be inspected for damage. All competitors must declare any damage incurred, either to their car or to a third-party property during the event, on the form provided at documentation. Competitors' attention is drawn to general regulations R15.1.2/3 requiring competitors who retire to return their damage declaration form to the organisers within 72 hours of the end of the event.
- Cars must be fitted with rollover protection to a minimum of Section K, Appendix 2, Drawing 1 (rear hoop). Open top cars must be fitted with a hard top.
- Seat belts to K.2.1.2 (four-point harnesses: 4 separate straps with 4 separate attachment points to the car).
- Sunroofs must either be fitted with safety film (thickness not greater than 100 microns) or comply with Q.13.10.6 (sunroofs may be of a non-shattering solid material other than glass, or the sunroof aperture may be closed by solid material permanently fitted in place).

At scrutineering all cars will be checked for conformity as mentioned above and compliance with the 2024 Motorsport UK (MSUK) Yearbook; Along with these checks we draw your attention to the following areas and items that will be specifically checked:

- Carpets.
- Handbrakes.
- A maximum of advertising not exceeding 1250 sq cm in total **as per 18.6.6.**
- All the items listed in R21 of the 2024 MSUK Yearbook.

Competitors are **strongly** encouraged to carry at least one handheld fire extinguisher; a type isn't specified but the 'Fire Stick' is highly recommended.

MSUK staff will be in attendance to assist at scrutineering and with us across the event.

R7.2.3 Competitors are reminded that intercoms are forbidden unless an MSUK Medical Dispensation letter is produced to the Chief Scrutineer and to the Clerk of the Course at the start.

At landowners' requests on board cameras are not allowed.

Any questions about car eligibility, tyre restrictions or safety restrictions should be first directed to the Chief Scrutineer.

The organisers plan for Post Event Scrutineering on a selection of competing cars.

7. Entries

Entries will open on Sunday 1st September at 19:00 and close on Friday 25th October 2024 at 21:00.
The entry fee is £225.

All entries can only be made through the online entry system MTC1.uk. An automated acknowledgement of the entry will be generated and sent to the emails provided. Acceptance of fully completed entries will be in order of receipt of funds, providing payment of the entry fee has been received in full via BACS within 72 hrs of receipt of entry. (This is to allow for the vagaries of the UK banking system)

Electronic payment will be via bank transfer only to the account details given by email after registering a successful entry. Please use your first initial and surname for the reference along with your reference number supplied by MTC1. Here is an example - **RHALL24**

You should allow 5 working day period for the fee to be received and processed. Receipt of entry will be sent out the following week after payment – subject to confirmed entry. If your entry is the 71st or more, we recommend you contact the entries secretary BEFORE making payment.

An accepted entry is linked to the driver. Once an entry is accepted the driver cannot be changed without withdrawing and resubmitting the entry. The navigator can be changed.

Entries withdrawn in writing before the closing date for entries will be entitled to a complete refund less £25 to cover administration costs. Entries withdrawn after the closing date will not be refunded.

The Maximum entry is 70 cars, and the Minimum is 40. The minimum entries per class are 5. The organisers reserve the right to amalgamate the classes should the minimum class requirement not be met. The organisers reserve the right to cancel the event if less than 40 cars are entered.

The organisers reserve the right to postpone, abandon or cancel the event or any part of the event for any reason. In the event of cancellation or postponement for more than 24 hours the organisers reserve the right to retain a sum not exceeding £25 per entry to cover administration costs. In the event of the rally being cancelled through lack of entries all money will be refunded. General regulation D29 refers.

The organisers reserve the right to refuse any entry without giving their reasons.

Final Instructions including the Official Entry List will be sent to competitors by email during the week prior to the event.

Data Protection Act 2018

South Oxon Car Club will hold personal information about all entries and must comply with the Data Protection Act 2018. South Oxon Car Club have produced a Privacy Notice which explains what we do with your personal information, photographs and videos, and your rights under the Data Protection Act. The Privacy Notice: It is available to view on the Club's website.

8. Classes

There will be 4 classes.

- 1 Experts in cars up to 1400cc
- 2 Experts in cars 1401cc and over
- 3 Novice in cars up to 1400cc
- 4 Novice in 1401cc and over

Expert: a driver who, at the time of entry, has finished in the top 5 of any Road Rally, Targa Rally or Stage Rally. Competitors who are Experts in another relevant category of motor sport may be considered as Experts. If you require clarification, please speak to the Clerk of the Course.

Novice: a driver who, at the time of entry, does not meet the above criteria.

The organisers reserve the right to amalgamate classes as necessary if the minimum class numbers are not met.

The classification for the entry is based on the classification of the driver only.

9. Documentation

Documentation and Rally HQ will be at the Prodrive Canteen

Documentation will be open between 06:15 and 08:00 on Saturday 2nd November.

Competitors must present their completed Scrutineering Process Card, competition licences, and club membership cards. Any crew who has not completed their documentation by 08:00 will be deemed to be a non-starter and will forfeit their entry fee.

10. Start Order

Competitors will be seeded based on the information provided on the Entry Form and from information which may be found elsewhere, for example, rally and championship results. No correspondence will be entered into regarding seeding.

11. Route

The entire route will take place on Landranger Map 151, 152 164, & 165, but the roadbook will contain enough information to enable competitors to complete the route without the use of maps.

The Route will be approximately 190 miles in total. This includes approximately 40 miles of special tests and approximately 150 miles of link sections.

12. Navigation

The route will be defined by a tulip road book and diagrams of test manoeuvres. There will be a separate Road Section Book and a Test Book.

13. Car Identification

The organisers will provide two self-adhesive numbered rally plates which must be attached as follows – one to the front of the car and one the rear of the car. In addition, two self-adhesive high-visibility numbers will be provided for display on both rear side windows or approximate location for cars such as Toyota MR2, Mazda MX5 or similar body style.

It is the competitor's responsibility to keep the numbers clean and to remove them when the event is finished or when the competitor retires from the event. Please also try to keep number plates and lights clean whenever using the public road.

14. Awards

The organisers reserve the right to alter, amend or add to the awards list.

Awards will be presented as follows:

- First overall Driver - The Townsend Trophy (To be returned to the Club after 12 months)
- First overall Navigator - The Townsend Trophy (To be returned to the Club after 12 months)
- 1st crew in each class – Two awards.

- 2nd crew in each class – Two awards (subject to 5 starters)
- 3rd crew in each class – Two awards (subject to 10 starters)

- Best Under 25 Driver – The Rally Preparation Services Trophy
- Best Under 25 Navigator - The Rally Preparation Services Trophy

No crew can win more than one award.

The Overall winners are not eligible for class awards.

Awards which are not collected at the prize presentation will not be sent on to Competitors. If you have won an award but cannot attend the prizegiving please ask a fellow competitor to pick up the award on your behalf.

15. Fuel

There will be a fuel available on or very near to the transport sections between tests which will be detailed in the Road Book.

16. Insurance

(a) Private Land

The standard Motorsport UK Third party insurance will cover those parts of the route that are on private land. Please note that under the event Motorsport UK permit and insurance there is an excess of £450 for any accidental damage caused to property on private land used on the event and the organisers reserve the right to recover an amount up to this limit from a competitor.

(b) Public Highway.

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 a named driver 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. 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 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 Reis Motorsport Insurance and underwritten by First Underwriting Limited.

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

Reis Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited. Authorised and regulated by the Financial Conduct Authority No. 310218. Registered in England and Wales No. 01469545. Registered Office: 768 Hagley Road West, Oldbury, Warley, West Midlands, B68 0PJ.

First Underwriting Limited who are 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

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

The insurance premium is £32.00 per car. Payable at point of entering the event.

17. Officials

Clerk of the Course	Kim Bannister	07887 556088 kimbannister@btinternet.com
Assistant Clerk of the Course	Simon Ayris	07788135119 targa@southoxoncarclub.co.uk
Deputy Clerk of the Course	Ken Patterson	
Secretary of the meeting	Simon Ayris	07788135119 targa@southoxoncarclub.co.uk
Entries Secretary	James Hall	07766 335493 secretary@southoxoncarclub.co.uk
Chief Marshal	Steve Casey	07789864739
Chief Timekeeper	Tony Michael	tony@mtc1.uk
Results	Tony Michael	tony@mtc1.uk
Competitor Liaison Officer	Neil Dashfield	07768 271305
Safety Officer	Matt Endean	07721 529924 matt@mattendean.co.uk
Chief Scrutineer	Dominic Hodge	07901 514312 dominic.d.hodge@googlemail.com

Noise Test Official	Mike Hall	07774 951937
Radio Control	Ken Patterson	
Stewards	Paul Waterton Tim Hall Steve Claridge	07889 900439 01993 840831
Safeguarding Officer	Matt Endean	07721 529924 matt@mattendean.co.uk
Photographer	M & H Photography	mandh_photography@live.co.uk

18. Judges of Fact

All officials named in section 17 (except stewards) plus any others named in the Final Instructions, or any that are named on the notice board at documentation along with all marshals and officials signed on to the event.

All marshals who have signed on are deemed to be judges of fact for any regulation relevant to the control point and manoeuvres on the Special Tests at which they are officiating.

19. Timing

Schedule Timing will be used.

Competitors will start at one-minute intervals.

Timing will be by clocks set to Greenwich Mean Time and the official rally clock will be MTC1.UK and on display at the start. Times will be recorded on timecards carried by competitors; these will be issued at documentation.

The route will contain 2 types of sections:

- Transport Sections (Non-competitive Road sections)
- Special Tests (on private land)

At all Time Controls, marshals will record the time shown on the control clock on the competitor's timecard in the appropriate place. Any alteration on the timecard will only be accepted if it is countersigned by the marshal. It is the competitor's responsibility to ensure that the timecard is correctly entered by the marshal.

Transport Sections:

Competitors may reduce lateness in accordance with R12.6.1 provided they do not report at a control before their due time or having broken the "three quarters rule" R12.7. Penalties will apply for early and late arrival at the Main Time Control.

Special Tests:

These will be on private land at a maximum average speed of 30 M.P.H. This average speed will be used to set the minimum time for each Special Test. Special Tests will be indicated on the timecard. Each special test will have start and finish controls; code boards or passage controls; some passage controls, for safety reasons, will be on splits and merges and will employ the lollipop 'stop and go' system.

Competitors will be required to negotiate in a forward direction a series of cones and chicanes during the special test. Competitors are required to stop astride the line at the finish and then immediately go forward to the finish marshal.

20. Controls and checks

Control penalties as per section 21.

All controls and checks must be visited in the order specified by the Timecards.

All controls will open 15 minutes before the due time of car number 1 and close 15 minutes after the last car (OTL) is due plus any delay allowance.

Main Time Controls (MTC)

These will be at the start and finish of each leg.

Early arrival may be allowed at the final Main Timing Control of the day.

Time Control (TC)

Manned controls where competitors must stop to have their time recorded. You may enter the control area the minute preceding your due time, to allow time for the marshal to administer paperwork for you to leave the control within your whole start minute. If you arrive before the preceding minute, you will be penalised for early arrival. If you arrive late, you will be penalised for being late.

Passage Control (PC) or Codeboard (CB)

Not timed. Proof of visiting will either be by the crew receiving a signature or stamp on your timecard or if unmanned by recording the code board in ink on their timecard.

On all Special Tests, before a manned PC, there will be "Control" or "Caution Control Ahead" Boards.

Competitors must stop at these boards, then proceed to the marshal to get a signature. This is for the safety of the marshals as some controls are on footpaths halfway round a corner, or are unseen due to tree cover, etc.

Driving Standards Check/Observer (DSC/DSO)

Not timed. Established to observe driving standards.

Special Test Start (TS)

Crews must enter the control area during the minute or half minute preceding their start time. If competitors are delayed at a Special Test arrival for more than 4 minutes, they may claim a delay allowance from the marshal. This must be done immediately on arrival; the marshal will not give a time that is before that shown on their clock when the competitor arrives at the marshal. It is the competitor's responsibility to make the claim for a delay allowance.

No early or lateness penalty at any Special Test Start or any other control except an MTC.

Special Test Finish (TF)

Timed sections to the second you will be timed when you stop. STOP ASTRIDE THE LINE. If you overshoot the line, you will be penalised 30 seconds.

You must NOT reverse. If you reverse the penalty as per 21 "ee" will be applied.

21. Penalties

Penalties will be as printed in the Motorsport UK Yearbook R Chart 13, except as amended below.

a) Not reporting or reporting within OTL at a Main Time Control	Retired
b) Not reporting or reporting OTL at any other Time Control	30 Minutes
c) Not complying with the route card including visiting a Time Control (TC) more than once and including wrong approach or departure from a Time Control.	10 Minutes
d) Not reporting at a Passage Check (or code board) or providing proof of visiting a Passage Check (or code board)	1 Minute
e) Arriving before due time at a Time Control	2 minutes per minute
f) Arriving after due time at a Time Control	1 minute per minute
g) to t) as written	
u) Not starting or finishing a Special Test	Special Test Maximum Penalty + 5 minutes
v) Not completing a Special Test correctly including taking the wrong route, except for bb)	Special Test Maximum Penalty
w) False start on a Special Test or failure to stop astride the finish line	20 seconds
x) Every second taken to complete a Special Test over minimum time	1 seconds per second
y) Minimum penalty on Special Test	Minimum time
z) Maximum penalty on Special Test	Maximum time
aa) Striking any cone or course marker	10 seconds per offence
bb) failure to stop astride any line ahead of any marshal point	30 seconds per offence
cc) Failure to stop at a "Control" or "Caution Control Ahead" board	30 seconds per offence
dd) Wrong side of cone or a series of cones	20 seconds per offence
ee) Making no attempt to perform a designated manoeuvre during a Special Test or short cutting by passing through a gap caused by a tape or barrier having been previously damaged or removed. Reversing at a Special Test finish.	5 minutes
ff) Breach of the technical regulations	Decided by the Clerk of the Course.
gg) Failure to deploy a ground sheet, where specified.	5 minutes per offence
hh) Use of tyres not carried in the competing vehicle at the beginning of the event, or use of tyres which do not comply with SR5.1	Exclusion

22. Results and Queries

Interim results will be posted at various intervals during the event. The interim results are for information only. Any query resulting from the interim results should be made by completing a query form issued at documentation and handed to the Competitor Liaison Officer.

Queries should be handed into the Rally Desk as soon as possible by competitors.

Provisional results will be posted as soon as possible after the finish of the last car, after this time no query forms will be accepted. Protests will be accepted as per the Motorsport UK Yearbook.

23. In the event of an accident

In the event of an accident either on or off the prescribed route, where the vehicle cannot regain the road or has broken down an SOS/OK board must be correctly displayed, and a warning triangle placed before the stricken car.

Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code

Competitors are reminded that any injury incidents must be reported to the Police Authority.

24. Force Majeure or Baulking

The organisers will not accept any claim from competitors concerning either Force Majeure or Baulking.

However on the grounds of safety due to an accident or adverse weather conditions, or any other reason should the normal running of a special test (Test Start to Test Finish only) be stopped or interrupted for any reason whatsoever, after passage of one or more competitors and it proves impossible thereafter for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew that has been affected a notional time based on the average penalty set up to the moment of interruption.

If the Section is re-started those crews completing the Section after the re start will receive the time taken by them, as will those competitors who completed the Section before the stoppage. ONLY those crews affected by the stoppage may be given a notional time in this instance. However, no crew that is totally or partially responsible for stopping the section may benefit from this measure. If they finish the section, they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews. "Normal running" may include (but not exclusively) serious accident, blockage on route, faulty/ stopped clocks, instruction by officials to cease competition (partially or completely), emergency reroutes etc. No competitor may re- start the section again, penalties as SR 21 (v) will apply.

25. Official Notice Board

The Official notice board will be located at the start and finish venue.

26. Accommodation

Premier Inn Banbury Town Centre (Castle Quay) hotel - 0333 003 8101

Premier Inn Banbury (M40, J11) hotel - 0333 321 9439

Premier Inn Silverstone hotel - 0333 321 8673

Travelodge Bicester Cherwell Valley M40 - 0871 984 6012

27. Final Instructions

Final instructions including details of the noise test, scrutineering and start times will be sent to competitors during the week prior to the event by email unless otherwise requested on the entry form.

28. Servicing

Servicing will not be permitted at any time during the event, except by crews working on their own vehicle. Assistance from other competitors is permitted. This also applies at the Re-Group. The penalty for infringement is Exclusion.

Acknowledgements:

All Landowners

All marshals

All the set up and put down team

Bicester Motion

CR Marks Ltd

Egis Road Operations M40

Hagerty

Motorsport Diagrams

MTC1.UK

MSUK

Northamptonshire Police

Prodrive

Rally Preparation Services Ltd

Route Liaison Officers

Steve Claridge Motor Salvage

Thames Valley Police

The Old Swan Hotel Eynsham

The Red Lion Eynsham

The organising committee and all marshals

TJ Hall and Son Ltd

