



# Towy Tracks

## 17<sup>th</sup> August 2025

Supplementary Regulations

Sponsored by



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## Introduction

Welcome to the 2025 Towy Tracks Targa Rally!

We're excited to present a fantastic route featuring approximately 20 miles of competitive tests, involving splits and merges along with additional road mileage. The tests will take place on a variety of surfaces, including farm tracks, gravel roads, and concrete / tarmac roads, offering a challenging and enjoyable experience for all competitors.

The event will start at the **White Hart Inn in Llandeilo**.

To participate, competitors must be current members of **Llandeilo Motor Club** and hold a valid 2025 Motorsport UK competition license of **RS Clubman** status or higher.

Your entry fee will be **£150**, and includes two food tickets for a Sunday carvery meal at the finish. Breakfast will also be available to purchase at the start venue on the morning of the event.

Important: As a condition of entry, each crew must provide a marshal.

***No marshal = No start = No refund***

We would also like to thank our sponsor **CWM Environmental** for sponsoring this year's event. We're also deeply grateful to all those involved in making the event possible—especially the landowners and residents along the route.

We look forward to welcoming you to Llandeilo on **Sunday, 17th August 2025!**

## Acknowledgements

White Hart Inn (Llandeilo)	All Residents en-route
All Sponsors	Michael Gilbey (MSUK)
Motorsport UK	CWM Environmental
Dorian Evans RLO (MSUK)	Petrol Halt
Carmarthenshire County Council	Course Opening / Closing Cars
Dyfed Powys Police	All PR Crews
All Marshals / Officials	All Landowners

## Announcement

Llandeilo Motor Club will promote Closed to Club Status Targa Rally on the 17th August 2025, known as the Towy Tracks Targa Rally, and is sponsored by **CWM Environmental**.

The meeting will be governed by the National Competition of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) these supplementary regulations and any written instructions that the organising club may issue for the event.

## Authorisation

Motorsport UK permit number: 203284

Motorsport UK event number: 29214JY13

## Eligibility

The event is open to all fully elected members of Llandeilo Motor Club, and all competitors must hold a minimum of a Motorsport UK 2025 RS Clubman License.

All drivers will be required to declare that their vehicle is taxed and insured for the road and has a current MOT certificate.

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified within the Motorsport UK National Competition Rules.

Tyres must comply with the Motorsport UK National Competition Rules and carry a valid "E" mark. It is compulsory that all competitors respect the regulations for Control of Drug and Alcohol as contained - NCR.2.2 Control of drugs and alcohol.

All drivers/vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act and includes taking part in competitions.

All cars must comply with **2025 Motorsport UK National Competition Rules (Chapter 13 Appendix 11C and Appendix 15)**. Waivers will not be available for Historic Road Rally Cars (cars registered on or before 31<sup>st</sup> December 1985).

Every Crew must supply a Marshal; **No Marshal = No Start.**

## Motorsport UK 2025 National Competition Rules (NCR)

It will be expected that all crews will be fully aware of all the relevant sections of the NCR's and comply with these sections throughout the event.

## Programme

The start venue will be The White Hart Inn (OS Map 159: SN624 230, What3Words: ///seasons.discussed.perusing).

The total mileage will be approximately 84 miles and although not required, will be contained on map 159 & 146 (OS Land ranger 1:50,000 series) latest edition.

The event will contain competitive sections on private land timed to an accuracy of less than one minute. These sections will be run in accordance with the requirements of Motorsport UK.

Cars will leave the start at intervals of one minute.

Environmental Scrutineering and Scrutineering will open at 06:00hrs.

Any crew including their marshal not signed on by 09:15hrs may be disqualified and his/her place offered to a reserve. There will be no refund of entry fee.

Drivers briefing will be at 09:30hrs located at MC 0.

	Opens	Closes
Environmental Scrutineering and Scrutineering	06:00	09:00
Marshal and Competitor Sign-On	06:15	09:15
Drivers Briefing	09:30 @ MC 0	

Cars will be identified by two rally plates, supplied by the organisers, which must be affixed to the nearside window and rear of the car and be visible for the duration of the event. These should be removed at the end of the event or on retirement, whichever is sooner.

It is the competitors' responsibility to ensure that car registration plates are visible throughout the event.

All the organisers' times and mileages shall be deemed to be correct, having been established according to NCR.13.1.8.

All organisers' road signs are mandatory – No, Care, Quiet, OK, arrows NCR.13.5.2.

Competitors will be supplied with a rally pack on successful completion of signing-on. This will contain all the information required other than route details, which will be given out at MC1.

The entire route will be clearly defined via a road book consisting of test diagrams and pre-plotted maps containing all the information necessary to enable the competitors to comply with NCR.13.4.1. Competitors are advised to carry OS 1:50:000 Landranger map 145 and 159 for use in the event of unintentional route disruption.

***PLEASE NOTE THAT ANY COMPETITOR FOUND TO BE DIVULGING, OR HAVING DIVULGED, ROUTE INFORMATION TO SPECTATORS WILL BE DISQUALIFIED ON THE SPOT. YOU HAVE BEEN WARNED!***

## Scrutineering

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified within the National Competition Rules (13.11C and 15).

Scrutineering will follow the Road Traffic Act,

- NCR 13.3.12.1c – No intercoms
- NCR Chapter 7 - Competitor Vehicles and Vehicle Safety Equipment
- NCR 8.4.2 and 3.1 - Permitted Tyres
- NCR Chapter 9 - Competitor Personal Safety Equipment,
- NCR.13.15 - Technical Regulations
- NCR.13.5.11.5 - Damage
- NCR 13.1.7 – Noise Testing

Cars will be required to undergo a noise test, and if over 86 dBa is registered at two thirds of maximum RPM on the noise meter at 2.0 meters (or equivalent measurements) they will not be permitted to start in accordance with NCR 13.1.7.4. Noise checks may also be performed en-route. See NCR.13.1.7.1 and NCR.13.1.7.7.

Crews failing either the noise test or scrutineering will not be permitted to start and will not be refunded their entry fee.

Tyres to comply, including spare wheel, with current Motorsport UK Regulations, and carry a valid "E" mark.

Attention will be paid to the following at Scrutineering:

- Lights – must comply with the Road Traffic Act; no more than four forward facing lights to be fitted, excluding sidelights and indicators; spotlights must extinguish on dipped beam; reversing lights not to exceed 24 watts total and be fitted with an illuminated switch if independently operated; all indicators, sidelights, brake lights and number plate lights to be working.
- No excessive steering play.
- Flexible fuel lines must be secured with steel clips.
- Washers, wipers, and horn to be operational.
- Battery must be secure, and earth lead coloured yellow, and with the positive terminal insulated.
- Seats must be secure; rear seats must be fitted.
- No loose items within the vehicle, or in the boot.
- Throttle linkage to be in good order.
- A maximum of two spare wheels may be carried and must be securely located.
- First Aid kits must be carried.
- Warning triangles must be carried.
- Spill kits must be carried, as per NCR.13.15.6 and NCR.7.2.22.
- Cars to be in possession of current MOT certificate, which must be shown to the Scrutineer and have a current valid road fund license.
- Vehicle Registration Document must be produced. If this is not in the name of the driver on the event, written proof must be shown that the car is being used with the permission of the owner.
- Bodywork and paintwork to be in good serviceable order.
- Air filters must be fitted.
- All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims NCR 13.11C.1.11.
- Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present.

No radio transmitting devices may be fitted. Competitors may carry mobile phones, but they must be **SWITCHED OFF** for the duration of the event and must ONLY be used in the event of an emergency i.e. to summon help after retiring from the event and / or to contact any of the emergency services should the need arise.

No temporary parts may be fitted to silencer systems, to help meet the noise levels for the event.

No additional fuel may be carried by competitors in containers. Fuel may only be that which is in the fuel tank. Any competitor found to be carrying fuel cans/containers, of any description, will be disqualified from the event.

## Classes

The following definitions apply to either crew member in the role now entered (driver as driver / navigator as navigator) based on their previous performances, over the last 5 years, as follows:

### **EXPERT**

Either crew member having finished in the top 10 on any Closed to Club, Interclub or higher status rally on 3 separate occasions and not eligible for class 4.

### **SEMI-EXPERT**

Crews who do not qualify for the Experts class but have won an award in the novice class on 3 separate occasions.

### **NOVICE**

Neither crew member having won the Novice class on any rally (excluding 12 cars), nor finished in a position that would place either crew member in Expert or the Semi-Expert class.

### **4WD**

Due to the advantage of having four wheel drive, all such vehicles will compete in a class of their own and will not be eligible for overall awards.

Notes –

- a) Crews eligible for two classes must enter the higher class.
- b) Crews may be reclassified at the discretion of the organisers.
- c) Entries accepted without seeding information will be allocated a start number at the end of their class.
- d) Competitors' results on stage rallies may be used at the organisers' discretion.
- e) If fewer than 5 cars are entered in any one class, this class may be amalgamated with the next appropriate class.
- f) NO discussion will be entered into regarding seeding and could lead to a crew being excluded.

## Awards

Awards will be presented at the finish venue once results are declared final. Crews are not Eligible for 2 awards or more and the organisers reserve the right to amend the list of awards at their discretion.

1st Overall	Awards to Driver & Navigator
1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> in classes 1, 2, 3	Awards to Driver & Navigator
1 <sup>st</sup> in class 4 (4WD)	Award to Driver & Navigator
Highest placed under 1400cc	Awards to Driver & Navigator
Highest placed mixed crew	Awards to Driver & Navigator

## Entries

Entries will open on Saturday 5<sup>th</sup> July 2025 at 20:00 and close at 20:00 12<sup>th</sup> August 2025. If there are spaces available, entries will be accepted up to the 15<sup>th</sup> August 2025. Entries can only be made via the entry system: Rallyresults.co.uk - Payment is to be made by BACS. An automated acknowledgement of the entry will be generated and sent to the emails provided. No entry is valid until the entry fee is paid. The Entry Fee for the event is £150.00 which includes two meals. All payments must be made prior to the event starting, and there will be no handling of monies between organisers and competitors within the start venue – All bank details to make payment will be emailed to competitors at a later date.

The maximum entry for the event is 75, plus 5 reserves per class. The maximum for each class is 40 and the minimum 10. The minimum for the event is 45. Should any of the minimum figures not be reached, the organisers reserve the right to amalgamate classes or cancel the event, as necessary. Entries will be selected first come, first served with 15 to be held for organisers discretion.

Any entry containing a false or incorrect statement shall be invalid and the entrant deemed to be in contravention of the National Competition Rules of Motorsport UK. The entry may be forfeited, in accordance with NCR.3.5.9. The organisers may conduct random checks; to establish the accuracy of some or all the information given on the entry form, this will include MOT and Tax status of competing vehicle. The organisers reserve the right to refuse any entry without a specified reason.

***Competitor and vehicle details, marshal details, insurance details, MSUK License, club membership must be completed in full on the entry to ensure the smooth running of the event. Failure to do this will result in the entry being rejected.***

**It is a condition of acceptance of entry that ALL competitors must provide at least one marshal for the event.** Their details must be given on the entry form, their marshals must sign on at the start of the event and they must remain at their designated control for the duration of that control being open. Failure to do ANY of these will result in the disqualification of the competitor who supplied that marshalling crew and no entry fees will be returned.

***No Marshal, No Start.***

Entries cancelled before the closing date will be refunded, less £20 to cover administrative costs. Entries cancelled after that date will only be refunded, less an administration fee of £30, subject to there being a reserve crew to take their place. No refunds will be given until after the event date.

All cancellations must be made in writing and NOT verbally.

On publication of the Final Instructions, no changes to either crew or car will be possible, and if any details of your entry change we may offer your place to a reserve competitor and your entry will be refunded, minus £30 for administrative costs.

Signing on will take place at the White Hart Inn. Remember to bring your Competition License, Club Card, insurance Certificate, and your Marshal.

Parents, guardians or guarantors of drivers or navigators under the age of 18 years of age are now required to sign on online, to enable their child to participate. By signing on, those parents, guardians or guarantors confirm that they have acquainted themselves with and agree to be bound by the Motorsport UK General Regulations and Motorsport UK **NCR 3.4.**

## Officials

Clerk of the Course	Alyn Welsby	07814 875896
Assistant Clerk of the Course	Lee Warren	07473624626
Secretary of the Meeting	Thomas Welsby	07957 000188
Chief Marshal	Robert Hasberry	07772363317
Entry Secretary	Daniel Parsons	07906852455
Chief scrutineer	Mike Bartlett	
Scrutineers	List will be present on noticeboard	
Environmental Scrutineer	Rob Duke	
Timekeeper	Robert Hasberry	07772363317
Stewards	List will be present on noticeboard	
Driving Standards Observers	List will be present on noticeboard	
Results	<a href="http://www.rallyresults.co.uk">www.rallyresults.co.uk</a>	
Safeguarding Officers	Robert Hasberry	07772363317

***Other officials may be announced in the Final Instructions, on the official notice board at signing-on or MC1.***

## NCR modifications

All NCRs of the Motorsport UK apply as written, except for those below:

NCR.13.2.2.12: Secret checks may be established without prior notice to observe standards of driving, condition of car, compliance with route instructions e.g. Quiet Zones or Give Ways.

NCR.13.1.8: Any notice displayed at the Start, or en route, bearing the signature of any of the Clerks of the Course, or the Secretary of the Meeting, shall have the same authority as these regulations. It is the competitors' responsibility to note any information displayed at the Start.

NCR.13.4.2 : All competitors must stop at all junctions approached on roads controlled by Stop or Give Way signs. All such junctions will be contained within the route card, along with other junctions where the organisers require them to stop. A number of such junctions will be manned by Driving Standards Observers, otherwise known as judges of fact NCR.13.2.3.3.

NCR.13.5.10.8: Maximum permitted lateness for all classes will be as follows:

- (i) From MC0 to MC4 – 14 minutes and 59 seconds

NCR.13.5.10.19: Certain sections of the route will be timed to an accuracy of less than one minute.

NCR 13.5.3.1: Route check code boards positioned at Stop Astride controls maybe parallel to the road with less than 50m line of sight and hung vertically.

NCR.13.9.(11.1-11.2): To be classified as a finisher, a competitor must report to, and provide proof of visiting, at least two thirds of the controls listed on the route / time / passage cards, ALL Main Controls and report to the Damage control at the Finish, within their maximum permitted

lateness, in the car in which they entered the event, which must be travelling under its own power i.e. not being towed/pushed.

**NOTE:** Should a Competitor retire from the event and not continue to the Finish, he/she should deliver Time Cards and Damage Declaration to the next manned Control with a reason for retirement. If this is not possible, it would be appreciated if the Clerks of the Course could be telephoned at the first possible opportunity advising of the retirement.

NCR.13.5.10.16: Competitors will be required to reduce any lateness accumulated at certain locations en-route.

NCR.13.15.6 Car derived vans are not eligible to enter the event.

## Penalties

Performance will be assessed by Time Penalties as per NCR 13.7A, with these amendments:

Penalties will be assessed as per NCR.13.7, but modified as follows:

Not reporting or not providing proof of reporting within OTL at a Main Time Control	Retired
Not reporting to or not providing proof of reporting within OTL at any other control	30 Minutes
Not complying with the route card / test diagrams including visiting a control more than once (unless instructed to do so)	15 Minutes
Not legibly recording the information from a code board, or no validation signature obtained at the next manned control or obtaining a validation signature at a control other than the next manned control	1 Minute
Not obtaining a signature at a Passage Control	1 Minute
Failure of crew's marshal to open their control on time	5 minutes
Submitting a Query which is mendacious, or malicious, or knowingly not in accordance with the facts	Disqualification
<b><i>Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification. NCR 5.5.2.2, .3a, c, e, f</i></b>	
<b>The below offences shall result in disqualification unless another penalty is stated:</b>	
Failure to stop at a Stop sign, Give Way, or any other junction specified in the route handout where a competitor is instructed to stop.	Disqualification
Unauthorised altercation of a timecard	Disqualification
Any fraudulent entry on a Timecard or Passage/Route check card, disqualification and reported to Motorsport UK and entry refused on all future rallies organised by the club.	Disqualification

Failure to comply with Quiet Zone requirements	Disqualification
Entering an area designated as a black spot / out of bounds	Disqualification
Any driving likely to bring the motor sport into disrepute NCR.13.2.3.8 and NCR 13.2.3.10.	Disqualification
Driving any section of the route with a damaged or ineffective silencer system, or damage to an exhaust which would excessive noise and bring the sport into disrepute.	Disqualification
Breach of use of pace notes NCR.13.4.2	Disqualification
Receiving assistance contrary to NCR 13.11.C.1.6	Disqualification
Breach of NCR.13.15.6	Disqualification
Using a mobile phone or any other Radio Transmitting Device, other than in an emergency, contact assistance after a breakdown or off	Disqualification
<b>The below are for controls at the end of a neutral section:</b>	
Arriving early at a time control at the end of a neutral section	2 minutes per minute early
Arriving late at a time control at the end of a neutral section	No penalty other than that towards maximum lateness
<b>The below are penalties associated with special tests (in addition to those above):</b>	
Not starting or attempting a Special Test	Target (Maximum) Time + 2 minutes
Equalling or taking less than the Minimum Time for a Test	Bogey (Minimum) Time
Taking longer than the Minimum Time, but less than the Maximum Time	1 second per second
Taking longer than the Maximum Time	Target (Maximum) Time
Striking a cone or other marker	10 seconds per offence
Driving the wrong side of a single cone or marker (Note that going the wrong side of more than one constitutes a Wrong Route error, see below)	10 seconds per offence
Taking a wrong route, other than as the item above	Target (Maximum) Time
Failing to cross or stop astride a line correctly, having attempted to do so	30 seconds per offence
False Start/Jump Start	1 minute
Not attempting a manoeuvre required by the instructions, or performing a shortcut by passing through	Target (Maximum) Time

a gap caused by tape, cone, barrier or other marker having been previously damaged or removed	
Failing to stop at, or overshooting Finishing Line Stop Astride	1 minute
Failure to be ready to start a test at the competitor's due time or when instructed to do so by a start marshal	10 minutes
Where a failed manoeuvre or missed action attracts more than one time penalty then only the greater penalty shall be applied. In the event of not starting or attempting a test, then only that time penalty will apply.	

vii) Receiving assistance contrary to NCR.13.3.12.1d

viii) Unauthorised alteration of Time or Passage cards

x) Breach of regulations NCR.13.2.2.26, NCR.13.9.4

Assessment of performance will be, firstly, by number of Fails, then by number of minutes and seconds lost.

Ties will be resolved by furthest cleanest, then smaller engine size or any other method decided on by the organisers.

Provisional results will be displayed at the Finish, as soon as possible after maximum permitted lateness of the last car, in accordance with NCR.3.6.

Any protests must be made in accordance with NCR.2.9, in writing, and handed to one of the Clerks of the Course or Stewards. Competitors must not, under penalty of disqualification NCR.2.9, enter the results room unless invited by the Stewards, or one of the Clerks of the Course.

The organisers reserve the right to cancel sections / tests of the event, should they deem it fairer to do so, force majeure notwithstanding.

Time controls where, in the organiser's opinion, inaccurate times may have been given, will be considered as passage controls or route checks.

Any competitor who, in the organiser's opinion, causes an obstruction of the route which necessitates the cancellation of a section, whether deliberate or unintentional, shall be liable for a penalty at the organiser's discretion. This penalty may be in the form of time or fails added to their overall total, or in aggravated instances, exclusion from the event. Should the normal running of a standard section be interrupted or blocked after the passage of one or more competitors for any reason whatsoever, and it proves impossible to allow other competitors to cover the section competitively, the organisers may give to each crew which has not been able to cover the section in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption. If it appears that the slowest time represents a complete anomaly, the next slowest time may be retained (and so on, until the 5th slowest time).

## Controls

There will be 6 types of control – Main Control, Test Start Control, Test Finish Control, Passage Control, Route Checks, and Secret Checks.

### Main and Time

At each Main and Time control, the marshal will enter the time shown on the control clock and sign the competitor's timecard in the appropriate place.

### Test Start

Each Test Start Control will be marked by a (C) board. Competitors must report to these points and start the test. Your start time will be recorded on the Time Card by the marshal.

### Test Finish

Each Test Finish Control will be marked by a (C) board. For the safety of the marshal the TFC is a Stop Astride Line **before the marshal**, your time will be recorded when you stop on the line. A competitor who overshoots the Test Finish Stop Astride will be penalised, **under no circumstances should you reverse the car back to the line**. The marshal will sign the competitor's Timecard.

### Passage

At Passage controls, the marshal will sign the passage card only.

### Route Check

At any Route Check, or in the event of any unmanned Passage Controls, a code board may be used, which will display numbers and/or letters, which must be recorded in the appropriate space and signed for at the next manned control, whether Time or passage (DSOs will NOT countersign code board details).

### Stop / Go

These controls will be marked by a 'C' board which will be a stop astride, where competitors stop along side a marshal. The marshal will then release you as soon as they deem safe to do so e.g. via a red/green lollipop sign, a stop / go sign etc. Proof of visiting will be recorded on the marshals check sheet.

### Secret Checks

Secret Checks will be set up at undisclosed points to check competitors' driving behaviour and adherence to route instructions. These may be manned by nominated Driving Standards Observers. Competitors are asked to familiarise themselves with the Road Traffic Act. Failure to stop when requested by a DSO, will result in disqualification. All DSO's are deemed to be Judges of Fact.

Any controls visited out of order will be deemed not to have been visited at all.

All controls will open 30 minutes prior to the due time of car 0 and close as per the maximum lateness allowances shown within these regulations.

A competitor who causes any form of harassment to any marshal / official, or who remains in a control area after an instruction to depart, will be reported to the Stewards and may be disqualified from the event. It is not the duty of any marshal to interpret regulations or any other written instructions. It is the competitor's responsibility to read and understand any regulation or notice. If in doubt, please ask at the start.

Any altered timecard will be accepted ONLY if alterations are countersigned by the marshal at that control. It is the competitor's responsibility to ensure that the marshal countersigns the card; any competitor who alters a card, forges a signature, or defaces it, will be disqualified.

## Event Sections

There will be just two types of sections, namely Neutral Sections and Timed Tests.

### NEUTRAL SECTIONS

No penalty will be incurred for lateness other than for exceeding maximum lateness. Any lateness incurred in Neutral Sections will be cumulative towards Maximum Lateness.

### TIMED TESTS

Timing on Tests will be by means of separate Start and Finish controls. Competitors may not walk forward beyond the Start line of a Test prior to attempting it.

The route and required manoeuvres will be defined by Test Diagrams issued at MCO. Tests may contain a split and a merge whereby the merge will be manned by a stop/go control.

Timed Tests may contain manned Passage Controls, unmanned Route Checks (code boards) and stop/go controls.

Route checks (code boards) will be in the form of a series of numbers and letters e.g. car number plates, and must be written from top downwards.

Route checks (code boards) may be changed to manned Passage controls, and if so, will be preceded by a control board.

A Minimum Time for Timed Tests will be published on the Time Schedule, based on an average speed not exceeding 30mph.

Competitors must at all times drive in the direction specified in the Test instructions.

**IMPORTANT: Driving well past a manoeuvre or code board and then reversing or turning to drive back is strictly prohibited. A wrong route error will be recorded. The competitor will be reported to the Clerk of the Course for dangerous driving and may incur a penalty of disqualification.**

## Timing

The event will use the scheduled timing method. Timing will be by digital clocks, set to BST (BBC Time). Competitors are advised to set their watches at the start of the event using the clock provided at signing on. Cars will start at 1 minute intervals.

Competitors may be instructed to reduce lateness at certain points en-route e.g. Main Controls. Competitors may, if they wish, miss one or more controls. They will be penalised in accordance with the Penalties of these regulations for every control missed. between their original scheduled time and their maximum permitted lateness, this being in relation to their original scheduled time.

## 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.

## Damage

All competitors must complete a damage declaration form at the end of the event declaring that they have not been involved in any incident resulting in damage to private property, injury to person or animal, or alternatively give details of any such incident. Should any competitor retire from the event, the form must still be completed and signed, stating the reason for retirement and location, or last control visited, and this must be forwarded to the Entry Secretary within 72 hours of the event.

**Where an accident has occurred, the organisers must be notified on the day of the event.**

## Pace Notes

The use of pace notes and/or any map marking, other than those supplied by the organisers, is expressly forbidden. Navigation of the event must be carried out only using the roadbook and diagrams provided by the organisers. Any other form of navigation will be classed as pace notes and will result in that competitor's disqualification.

## Driving Standards Observers

Competitors who fail to stop when requested by a DSO will be disqualified. The presence of a "DSO" board will indicate the presence of such an official in that area.

## Service

Service, and any other form of outside assistance, will NOT be permitted during the event. Competitors may, however, work unaided, and may borrow tools or equipment from fellow competitors. The penalty for infringing this regulation is DISQUALIFICATION.

## Photographer

Alun Rees & Tony Shadrach

## Data Protection

In relation to your entry to our event, we collect and hold certain data that you have provided on your entry and signing-on forms. Personal data includes any data that relates to an individual and can be linked to them, such as name, address, phone number(s) and email address.

Under the General Protection Regulation (GDPR) we are required to have your consent to Llandeilo Motor Club holding such data, which will be used by us in connection with the event you have entered to enable us to administer the event and as required by Motorsport UK regulations. In submitting the entry form for this event, you are confirming that you consent to us holding and using your personal data in connection with the event and, also, that you have told the person

whose details you have provided as a contact in the case of emergency that their information is held by us.