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# CASTLE COMBE

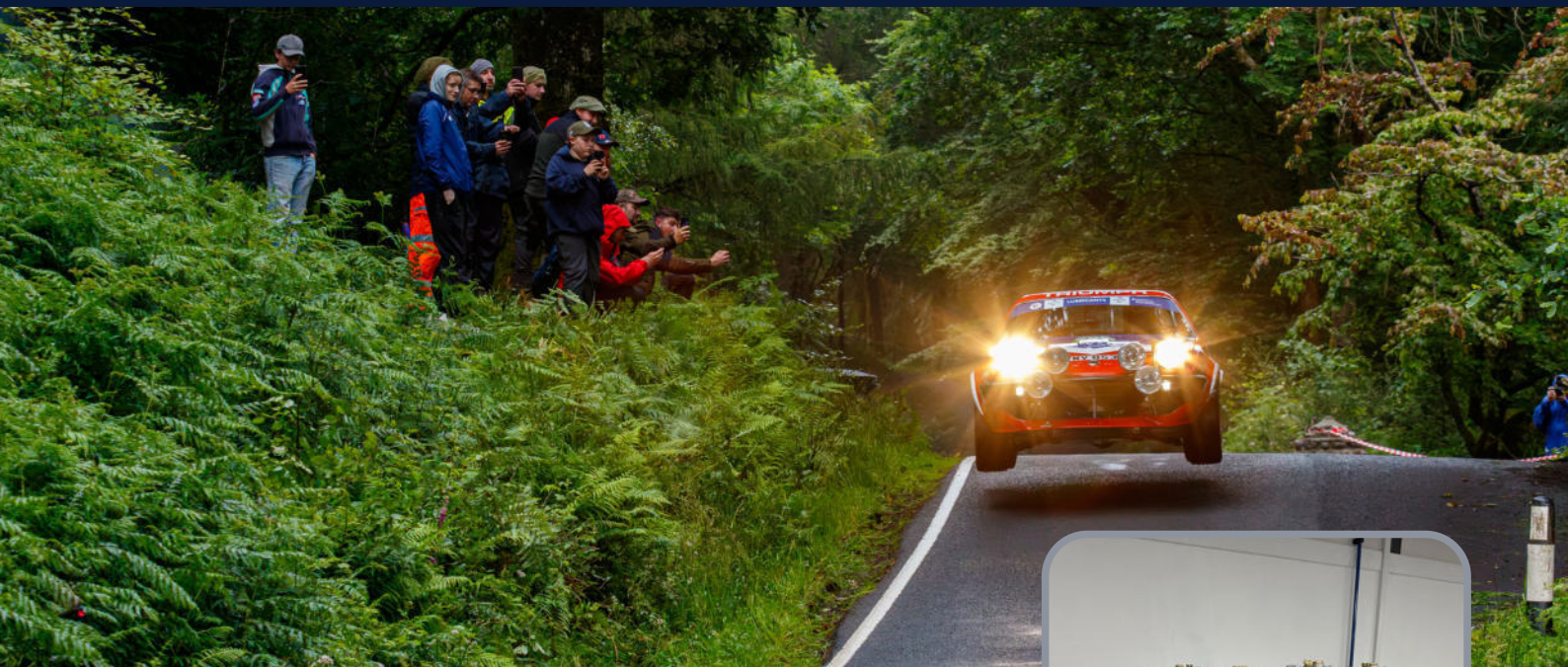
## STAGE RALLY

**Saturday 29th November 2025**



## Supplementary Regulations





# DAE

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## FOREWORD

### Welcome to the DAE Castle Combe Stage Rally

We are delighted to run this event for the second year, with continued support from Castle Combe Circuit and our sponsor David Appleby Engineering. This year we are hosting five championships which are ASWMC, ACSMC, CMSG, TCS Plant Rally Challenge and Celtic Micra Championship.

We have maintained our experienced and enthusiastic team to run this 8-stage event, offering you 40 miles of good tarmac. As the days are now short of daylight in November the last 2 stages will run in the dark, a different challenge for everyone.

Last year we were awarded by the ASWMC the award for best stage rally, we will be trying again this year to maintain it. We look forward to your support and seeing you later in the year.

David Whittock  
Chairman of Bath Motor Club

## EVENT TIMETABLE

Entries open	20.00	Saturday 25 <sup>th</sup> October
Entries close for seeding	20.00	Friday 21 <sup>st</sup> November
Final Instructions e-mailed		Monday 24 <sup>th</sup> November
Venue access	from 11.30	Friday 28 <sup>th</sup> November
Scrutineering & Noise Test	12.15 to 18.30	Friday 28 <sup>th</sup> November
Documentation	12.00 to 18.30	Friday 28 <sup>th</sup> November
Venue re-opens	06.30	Saturday 29 <sup>th</sup> November
Drivers Briefing	08.00	Saturday 29 <sup>th</sup> November
First car due at MTC 1	08.31	Saturday 29 <sup>th</sup> November
First car due at MTC 9 Finish	18.00	Saturday 29 <sup>th</sup> November

**Sunrise 07.50**

**Sunset 16.00**

## ACKNOWLEDGEMENTS

Castle Combe Circuit

All Doctors, Paramedics, Rescue Units, Recovery Units & Radio Control

All Marshals & Officials who freely give up their time. Without their contribution the event would not be possible.

## EVENT OFFICIALS

Motorsport UK Steward	Phil Jones
Event Manager	David Whittock (whittock.dw@gmail.com)
Event Stewards	Chris House & Robert Jordan
Secretary of the Meeting	Nick Chapman
Clerk of the Course	Kelvyn Davies (Motorsport UK licensed C of C)
Deputy Clerk of the Course	Richard Lomax (Motorsport UK licensed C of C)
Assistant Clerk of the Course	David Whittock
Event & Spectator Safety Officer	Peter Self
Deputy Safety Officer	Mike Gray
Paddock Safety Officer	Peter Self
Entries Secretary	Diane Whittock (diane.whittock60@gmail.com)
	Tel: 07889 721297 (before 9.00pm)
Chief Marshal	Lee Hampton-Whitehead
Deputy Chief Marshal	Gavin Tarrant
Chief Medical Officer	Chris Mason
Rally Rescue	West Country Rescue & Castle Combe Rescue
Rally Recovery	Solent Recovery & Dolphin Recovery
Communications Controller	Richard Pease
Assistant Communications Controller	Chris Stacey
Chief Scrutineer	Kevin Lewis (National)
Assistant Scrutineers	Peter Gill & Dominic Hodge
Environmental Scrutineer	Jordan Lewis
Chief Timekeeper	Mike Griffiths
Event Results	AMC Rally Results
Stage Commander	Chris Elkins
Deputy Stage Commander	Ross Whittock
Paddock Manager	Andy Grimm
Competitor Liaison Officer	Ryland James <a href="mailto:rylandjms@aol.com">rylandjms@aol.com</a>
Media Officer	Elaine Ward
Safeguarding Officer	Alice Short
Environmental Officer	Andy Cross

**Every person participating in the rally, whether employed or voluntary, shall take reasonable care of the safety of themselves and other persons who may be affected by their actions or omissions during this event**

# 2025 DAE Castle Combe Stage Rally

## Supplementary Regulations

### **1. ANNOUNCEMENT**

Bath Motor Club Ltd. will organise an Interclub permit Single Venue Stage Rally on 29<sup>th</sup> November 2025, to be known as the **DAE Castle Combe Stage Rally**.

The event will be a qualifying round of the following stage rally championships: -

**ASWMC Stage Rally Championship**  
**ACSMC Stage Rally Championship**  
**CMSG Stage Rally Championship**  
**TCS Plant Rally Challenge**  
**Celtic Micra Championship**

### **2. JURISDICTION**

The event will be governed by the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations (SR's) and any written instructions the promoting club may issue.

### **3. AUTHORISATIONS**

Motorsport UK Event	Permit No 204733
ASWMC Stage Rally Championship	Permit No CH 2025/Rally 070
ACSMC Stage Rally Championship	Permit No CH 2025/Rally 056
CMSG Stage Rally Championship	Permit No CH 2025/Rally 031
TCS Plant Rally Challenge	Permit No CH 2025/Rally 033
Hosting the Celtic Micra Challenge	

### **4. ELIGIBILITY**

The event is open to all members of the promoting club, registered contenders in each of the rally championships for which this is a qualifying round and members of motor clubs which are members of the: -

- Association of South Western Motor Clubs
- Association of Central Southern Motor Clubs
- Association of West Midland Motor Clubs
- Cotswold Motor Sport Group

All competitors must hold a Motorsport UK Competition License of Interclub status or above. The driver's Competition License must be for Stage Rallies. It is not permitted for a driver to make a Competition License application at the event. Competitors must bring their competition license and proof of club membership to the event for checking. Full Bath MC membership (up to 31st August



2026) is available at a cost of £20 for each competitor who does not meet the club / championship eligibility criteria, but this must be completed prior to the event.

## **5. FORMAT**

The event will be held entirely within the confines of Castle Combe Circuit, Wiltshire. SN14 7EY. The event will provide 40 stage miles (100% asphalt) in 8 stages.

## **6. ENTRIES**

Entries open at **20.00 Saturday 25<sup>th</sup> October**. All 'accepted' entries received up to 20.00hrs on the 21st November will be seeded and included in the official programme.

The maximum number of entries is 75 and the minimum is 40. If entries exceed 75 then there will be a reserve list. The organisers retain the right to close entries if we reach the point where it is unlikely that further entries have any chance of obtaining a run. The organisers will reserve and allocate a maximum of 10 places at their discretion.

Entries must be submitted via the on-line entry system and will be accepted in order of receipt of a fully completed entry and the entry fee of **£350**. The Entry Fee includes competition numbers, rally plates, a map book, time record cards.

Please ensure you supply all the crew and car details when submitting the entry. (Motorsport UK specifically require the competition license numbers and addresses of every competitor).

**Entries that include TBA's or other spurious information may not be processed.** The organisers reserve the right to refuse any entry.

Entries will be listed as pending until full payment has been received by Bank Transfer.

**PLEASE ENSURE YOU USE YOUR ENTRY NUMBER & DRIVER SURNAME AS REFERENCE**

The starting order will be decided by using performance information from various sources including that provided on the entry form. Correspondence or discussion will NOT be entered into regarding the allocation or status of entries or the decisions.

Entries withdrawn in writing / e-mail up to 20.00 on 21<sup>st</sup> November will be refunded less £30.

Entries withdrawn in writing / e-mail after 20.00 on 21<sup>st</sup> November will not be refunded.

By entering this event all competitors and their associates commit to positively promote and demonstrate the **Motorsport UK Respect Code**.

- Where any reports of disrespectful conduct are judged to be well founded the event organisers may issue warnings or require remedial actions and/or report the matter to the event Stewards who may impose appropriate penalties which can include exclusion from the event and referral to Motorsport UK.
- It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behavior and conduct at all times, and abusive language and harmful behavior will not be tolerated. Any such incidents must be

reported to the Secretary of the Meeting or the Event Safeguarding Officer who will also relay the report to Motorsport UK.

- Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/racewithrespect](http://www.motorsportuk.org/racewithrespect)

## 7. CLASSES

The event will have 8 competition classes.

Event Class	2025 MSUK Stage Rally Class	Summary Description (see Motorsport UK Stage Rally Car classes, Chart 50 for details)
<b>A</b>	<b>1</b>	Homologated (& formerly homologated) FIA R5, Rally2 and S2000 cars, all World Rally Cars and any derivatives of these cars. RHD conversions are permitted.
<b>B</b>	<b>2, 4</b>	All other 4-wheel drive cars over 2000cc not eligible for Class A. (Not including derivatives of R5 / Rally2 cars).
<b>C</b>	<b>3</b>	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc, plus all FIA RGT cars.
<b>D</b>	<b>5, 6</b>	Cars with normally aspirated engines over 1600cc up to and including 2000cc, forced induction engines up to 1500cc, and all homologated FIA Rally4 and R2 cars with forced induction engines.
<b>E</b>	<b>7, 8</b>	Cars with normally aspirated engines over 1400cc up to and including 1600cc, forced induction engines up to and including 1000cc, and homologated FIA Rally5 and Rally5 Kit cars.
<b>F</b>	<b>9</b>	Cars with normally aspirated engines up to and including 1400cc.
<b>G</b>	<b>10, 11</b>	All Rally Start cars; Rally First cars and Road Rally cars over 1400cc as per NCR Ch13.15.
<b>H</b>	<b>12, 13</b>	All Rally Start cars; Rally First cars and Road Rally cars up to and including 1400cc as per NCR Ch13.15 and Formula 1000 cars.

- *All forced induction engines are subject to an additional capacity coefficient of 1.7 to 1, except as set out above.*
- *Historic Category stage rally cars will fit into the appropriate class / description listed above.*
- *Event organisers reserve the right to reclassify any vehicle if they consider it appropriate to do so.*
- *If any class does not reach the minimum of 3 entries, then the organisers reserve the right to amalgamate that class with others as appropriate.*



## **8. NOISE TEST & SCRUTINEERING**

All cars must comply with NCR Chapters 7, 8 and 13.

Cars need not be taxed or insured for the public highway, but vehicle registration documents and current MOT (where applicable) must be available for inspection along with the relevant Motorsport UK Competition Car Logbook or Vehicle Passport. Competitors will be required to provide details of all the required personal and vehicle safety equipment required by Motorsport UK regulations on their event entry form. This information will be checked by the Chief Scrutineer.

**Noise Testing and Scrutineering** will be on **Friday 28<sup>th</sup> November between 12.15 and 18.30**. Scrutineers will be in attendance throughout the event and may carry out spot checks on vehicles before, during and after the event.

**In-car Cameras** are permitted but they **MUST** be securely fixed in place at Scrutineering and meet the appropriate requirements.

**Noise:** In addition to the pre-event Noise Test, the Environmental Scrutineer will monitor competing cars for excessive noise throughout the event. If the Environment Scrutineer considers any vehicle may be exceeding the prescribed noise limit the crew will be required to carry out a sound test in accordance with NCR 13.1.7. Penalties for excessive sound are set out in NCR 13.8.1.3(m) See also SR 22 Castle Combe Circuit Noise Curfew.

## **9. DOCUMENTATION**

The 'virtual' **Official Notice Board** will be on the SPORTITY app. Accepted entries will be notified of the SPORTITY password.

Before, during and after the competition, event documents and bulletins will be published on the virtual Official Notice Board and every competitor shall be deemed to have read all such documents and bulletins. If applicable they shall have the same force as these SRs and shall be binding upon competitors. All official notices and bulletins will also be posted on a Notice Board at Rally HQ.

Due times at MTC1 will be published on the SPORTITY app from 19.30 on Friday 28<sup>th</sup> November. These will also be displayed on the Notice Board at Rally HQ.

**Documentation** will be from 12.00 to 18.30 on Friday 28<sup>th</sup> November in the Rally HQ.

**Checking of competition licenses, club membership cards and signing on will be done electronically.** Competitors who do not meet the membership criteria may join Bath Motor Club at a cost of £20 each for membership until 31<sup>st</sup> August 2026.

**The process at documentation is that crews will be supplied with a Rally Pack containing the map book, competition plates, numbers, and a Process Card. Competition plates and numbers must be in place before noise check and scrutineering. Please then return your fully completed Process Card back at the end of the Drivers Briefing, where you will receive your Time Card.**

### **10. VEHICLE IDENTIFICATION**

Each car will be identified by 23cm high black numbers (NCR Ch.13 App.9 Art.5). These numbers will be fixed on a white background measuring not less than 48cm x 33 cm for each of the side doors. Furthermore, numbers will be supplied for each of the rear side windows and rear window. No other signage shall be placed within 10cm of the plate except for optional organisers advertising. These will be supplied at the Documentation as outlined in Article 9. All identification must be kept in a legible condition throughout the event.

### **11. TIMING AND CONTROLS**

This is a Target Timed event. Apart from the due time at MTC1 (Stage 1 Arrival), all other due times at MTC/ATC's will be issued to competitors at the Passage Control following the finish of the preceding stage.

The organisers will automatically allow for any delays when allocating these due times.

Competitors may be required to reduce lateness in accordance with NCR 13.13.11.2 and in the event of any retirements, competitors will be required to close gaps.

Maximum Permitted Lateness (penalty free) will be **5 minutes**. (NCR 13.13.9.1(e))

Controls will open at the due time of Car 1 and will close 5 minutes after the due time of the last competing car (after allowing for their Maximum Permitted Lateness)

To be classified as a finisher, a crew must have completed two-thirds of the stages and reported to the final control within maximum lateness, with the car in which they started. A competitor who misses a stage **MUST** report to Rally HQ where they may be given a restart time for the next available stage, subject to a Scrutineers inspection of the vehicle.

The organisers times and mileages will be deemed correct and not subject to protest. Any adjustments caused by a timekeeping error must be made at the control in question. Should any recorded time not appear authentic the organisers may use any means available to establish an appropriate time. Force majeure notwithstanding, the organisers reserve the right to delete any section of the event from the results if they deem it fairer to do so. Alternatively, they may apply NCR 13.2.4.32 to 13.2.4.39 as appropriate.

Details of the control timing procedures will be published on the event SPORTITY and in the Final Instructions.

### Special Stage Start Control

Stages will be started at intervals of less than one minute. (30 second starts)

The start procedure will utilise automatic traffic lights in accordance with the following sequence.

- The 30 second warning will not be given.
- With 15 seconds to go the Red light comes on.
- With 10 seconds to go the Red light stays on and the five Amber lights come on.
- With 5 seconds to go the Red light goes out.
- From 5 seconds to zero the Amber lights count down the last 5 seconds.
- At zero seconds the Green light comes on to signal go.
- The Green light remains on for 5 seconds

False starts will be penalised in accordance with NCR 13.8.1 (e)

The organisers reserve the right to change to a manual system at any time should the automatic system fail.

### Passage Controls (PC's)

A PC will be established after each stage to issue subsequent ATC times.

## **12. STAGE ROUTE / SHORTCUTTING**

The onus is on the competitors to follow the correct stage route as set out in the stage plans and as defined by direction arrows and other stage furniture. Chicanes, split junctions, and merges will be used, and these must be negotiated correctly.

**Merge Points:** At the point of merge, competitors furthest into the stage will have priority and all competitors must merge in such a way that it does not cause a danger or hinder other drivers. (NCR 13.12.4.6)

**Shortcutting** is defined as: -

Driving the competing car off the stage route which may be defined by direction arrows, road cones, tyre bundles, bales, or other barriers, and in doing so driving a route which is not as the organisers proscribed (whether longer or shorter).

- Where the wheels of the competing car are in contact with cultivated land at either side of the stage route.

**Chicanes:** The stage routes will include a limited number of chicanes to reduce the speed of cars at certain points. Striking these robust tyre barriers will damage your vehicle but will also **INCUR A TIME PENALTY** should the tyre barriers be moved from their original position. The Marshals at these locations will be listed as Judges of Fact and will record and report on these instances. If a chicane / barrier requires repositioning after being moved by your rally car, or if you are observed to be shortcutting the defined route you will incur the following time penalties:

- 1st occasion - 30 seconds
- 2nd and all subsequent occasions – 1 minute



**Punctures / Flat Tyres:** Like any race circuit, Castle Combe is very concerned that there should be no damage to the track surface, **if you have a puncture, you must pull off safely at the earliest opportunity and change it; do NOT continue. Any crew driving on a punctured tyre beyond the point where it is safe to change the wheel will be Disqualified** and any damage caused to the track surface and the costs incurred will be the responsibility of the driver of the vehicle.

### **13. PENALTIES**

As specified in the NCR 13.8.1.3 (Target Timed Special Stage Event Penalties)

In addition: -

- |   |                     |
|---|---------------------|
| • Any instances of tyre or brake warming or exceeding the Service Area speed limit of 15MPH                 | 5 mins per instance |
| • Completing less than the required number of laps.   | Stage Maximum       |
| • Completing more than the required number of laps.   | Time Taken          |
| • Reversing or turning around and returning to a stage split point or cutting across after the split point. | Disqualification    |
| • Shortcutting on a Stage or striking a Chicane.  | See SR 12           |
| • Running with a flat tyre on the stage. (see SR 12)  | Disqualification    |
| • Not complying with the refueling requirements set out in SR 17.   | Disqualification    |
| • Not reporting at a stage or reporting OTL.  | 30mins per          |
| occasion  |                     |

To be classified as a finisher, a crew must have completed at least two-thirds of the stages and reported to the final control within maximum lateness with the car in which they started the event.

### **14. JUDGES OF FACT**

Any Official named in these Regulations may observe and report on any breaches of these Regulations. Stage Start marshals are empowered to judge if a competitor has made a false start. Judges of Fact will be listed on the Official Notice board prior to the start. Any protest or appeal must be lodged in accordance with NCR Chapter 2 Appendix 3 and 4.

### **15. STAGE SAFETY**

In accordance with NCR 13.10.7.10 to 13.10.7.17 all competing vehicles must carry an OK / SOS board and in the event of an accident where urgent medical attention is required the SOS board must be displayed to the following competitors.

In the event of an accident or breakdown where medical assistance is not required the OK board must be displayed. **Any competitor involved in an incident or accident must indicate that they are OK by signaling with a 'Thumbs Up' at the earliest opportunity to any approaching marshal.** Failure to do so will result in mobilisation of a Rescue Unit.

Each competing car must carry a Red Warning Triangle, which in the event of a car stopping on a special stage, must be placed in a conspicuous position by a member of the crew, at least 50m before the cars position to warn following crews. This triangle must be placed even if the stopped car is off the road.

Broken or damaged cars will only be recovered from the stages by official Motorsport UK licensed recovery vehicles on the direct instructions of a senior event official after stages 2, 4, 6, & 8.

## **16. SERVICING**

Servicing is only permitted in the designated Service Area. All work carried out in the Service Area should comply with Health & Safety recommendations and the Motorsport UK Service Area Risk Management document. No fuel is available in the Service Area.

Only ONE service vehicle per competing car will be allowed into the Service Area. All other vehicles and trailers will be parked in a separate area.

**THERE MUST BE NO WARMING OF TYRES or BRAKES WITHIN THE SERVICE AREA.** The behavior of the Service Crew is the responsibility of the competing crew.

**When any work is carried out on a competing car in the Service Area it must be parked on a non-porous groundsheet. No litter or rubbish of any sort must be left on-site. Use the bins provided.**

## **17. FUEL and REFUELLING**

Competitors are only permitted to use fuel that conforms to the definition of Permitted Fuel (NCR 8.1). Additives are NOT permitted unless specified in the NCRs.

The Organisers have designated the whole Service Area as a refuelling area. **No one must be within the vehicle and the engine must be stopped throughout the refuelling operation. Breach of this rule carries the penalty of disqualification.**

## **18. TYRES**

Competitors will be required to comply with NCR 13.16.7.11. The maximum number of tyres allowed for this event is 12, Where there is significantly heavy rainfall the Clerk of the Course may issue a Bulletin declaring a 'wet' event, the use of wet tyres will be permitted outside of the specified allowance on the grounds of safety.

Competitors found exceeding the tyre limit will be penalised 5 mins per occasion. NCR 13.8.1.3 (u)

Each crew will be required to complete the Tyre Declaration form confirming what tyres are on the car before each stage and this **must** be kept up to date throughout the event. Spot checks will be undertaken by the event scrutineers. The fully completed Tyre Declaration form must be handed in along with the Damage Declaration form and will subsequently be returned to Motorsport UK. The Tyre Declaration form will be in the Map Book. Further information will be in the Final Instructions

## **19. DAMAGE DECLARATION / INSURANCE**

At the finish of the event, all drivers must complete and sign a declaration (NCR 13.13.14.4. & 13.13.14.5) that they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of such incidents. Failure to complete and return this form at the final control (Retirements to hand in damage declaration at Rally HQ) may be penalised by a fine of up to £100.

The Motorsport UK Master Insurance Policies are described in NCR 1.3. Please note that these policies do not cover damage to safety barriers, marshal's posts, other course installations or the road surface, and competitors will be liable for the total cost of rectification of such damage. Where the damage is covered by the Motorsport UK insurance policy, the competitor may be liable for the insurance excess that Bath Motor Club must pay, which is currently £500.

## **20. AWARDS**

First Place Crew: Awards to Driver and Co-driver

Second Place Crew: Awards to Driver and Co-driver

Third Place Crew: Awards to Driver and Co-driver

(Competitors in the overall classification are not eligible for class awards)

First in each class Awards to Driver and Co-driver

(subject to a minimum of 6 starters)

Second in each class Awards to Driver and Co-driver

(subject to a minimum of 6 starters)

Best Bath Motor Club Driver An Award

Best Bath Motor Club Co-Driver An Award

To qualify for a Bath Motor Club award, you must be a club member on or before 1<sup>st</sup> September 2025.



## **21. RESULTS & AWARDS PRESENTATION**

Stage times will be published on-line throughout the event. Any results queries should be raised with the CLO. If you have a results query, please raise it A.S.A.P. Do not wait until the end of the event.

Provisional results will be published on-line as soon as possible after the conclusion of the event. If no protests are received, these results will become final after 30mins.

The Awards Presentations will take place in the Strawford Centre as soon as the results are final. Any award-winning crew must be present to receive their award or nominate a representative to collect the award on their behalf, otherwise the award may be withheld but without affecting the final result.

## **22. SPECIFIC REGULATIONS for Castle Combe Circuit**

### **OVERNIGHT PARKING:**

Crews are permitted to stay overnight at the venue both Friday and Saturday. However, gates will be locked by 20.00 on both Friday and Saturday evening. Toilets are available in the Paddock. Breakfast will be available from 06.45 on Saturday in the café.

### **NOISE CURFEW:**

**No Competition engines must run between 19.00 and 08.00.** Any violation for whatever reason will mean exclusion from the event.

### **QUADBIKES/MOTORBIKES/DRONES:**

Any person found using any Quadbike, Moped, Motorbike or Scooter in the Service Area, or flying a drone anywhere within the circuit, will be excluded from the event and removed from the venue.

### **ANIMALS:**

**NO** animals / pets are allowed in the venue. Any person bringing animals into Castle Combe Circuit will be excluded from the venue.

## **23. GENERAL INFORMATION**

**JD Tyres** will be available in the service area for the supply of tyres. For advance orders phone 07968 020546.

**The Circuit Café** will be open to competitors, support crew and spectators and will offer a range of meals, snacks, and beverages throughout the event.

**Hotels** are plentiful in and around Chippenham. Should you need assistance please email the entries Secretary.

## Marshals

Every stage rally requires many Marshals, Radio Crews and Stage set up / change teams. Without their assistance we would not be able to run the event. So, if you are a Motorsport UK registered Marshal and you are not competing on the event, **please offer to help**. If you are not yet a Motorsport UK registered Marshal but want to become one, then we will be happy to guide you through the quick and simple process. We will provide marshals with all necessary information including the time schedule, entry list, stage plans and an event programme.

Anyone willing to assist should please visit the event website **[www.bathmotorclub.co.uk](http://www.bathmotorclub.co.uk)** and complete and return the Marshals Registration form. **We know you will have an enjoyable day!**

## Environmental Sustainability Management

Bath Motor Club is committed to the protection of the environment, reducing the detrimental impact of its events on the environment and improving the sustainability of motorsport in the UK. We operate an Environmental Sustainability System (BESS) and were the first UK Motor Club to be awarded the Motorsport UK Sustainability Accreditation for this. We ask for your support in this.

- CO2 and Climate Change. We make a small environmental donation with every entry to offset the CO2 produced by your vehicle on the event, and that of the Bath Motor Club organisers and marshals. We invest this fee in a local tree planting scheme which, over time, will create a new forest to permanently offset the carbon produced. We aim to achieve net-zero carbon for all our events.
- Waste. We make every effort to eliminate or reduce waste from this event and ask you to do the same. Please avoid printing unnecessarily and ensure that any waste you produce is taken home. Do not leave anything at the venue or en-route; take it home to recycle.
- Noise. MSUK noise limits must be observed at all times. Noise is strictly monitored and if your vehicle is found to be excessively noisy you will be asked to rectify it before continuing.
- Land and water protection. We must protect the event sites and routes from environmental damage. When you re-fill, please use a groundsheet and take great care; if any spillage of any quantity of any hazardous liquid occurs report it immediately to an event official, and use a spill kit quickly. Please report any significant damage to land, hedgerows, flora and fauna to the organisers. If it is necessary to wash your vehicle, please use the minimum of water. Pressure washers are not permitted.
- Environmental awareness. Bath Motor Club promotes environmental sustainability as widely as possible, to our friends and associated organisations in Motorsport, and to the public. We encourage you to spread the word about what we are doing and the importance of motorsport meeting the challenge of Climate Change.

Thank you for your help in our sustainability challenge.



2025 Peking to Paris winner's  
Tony Sutton & Andrew Lawson  
in their RPS built and prepared  
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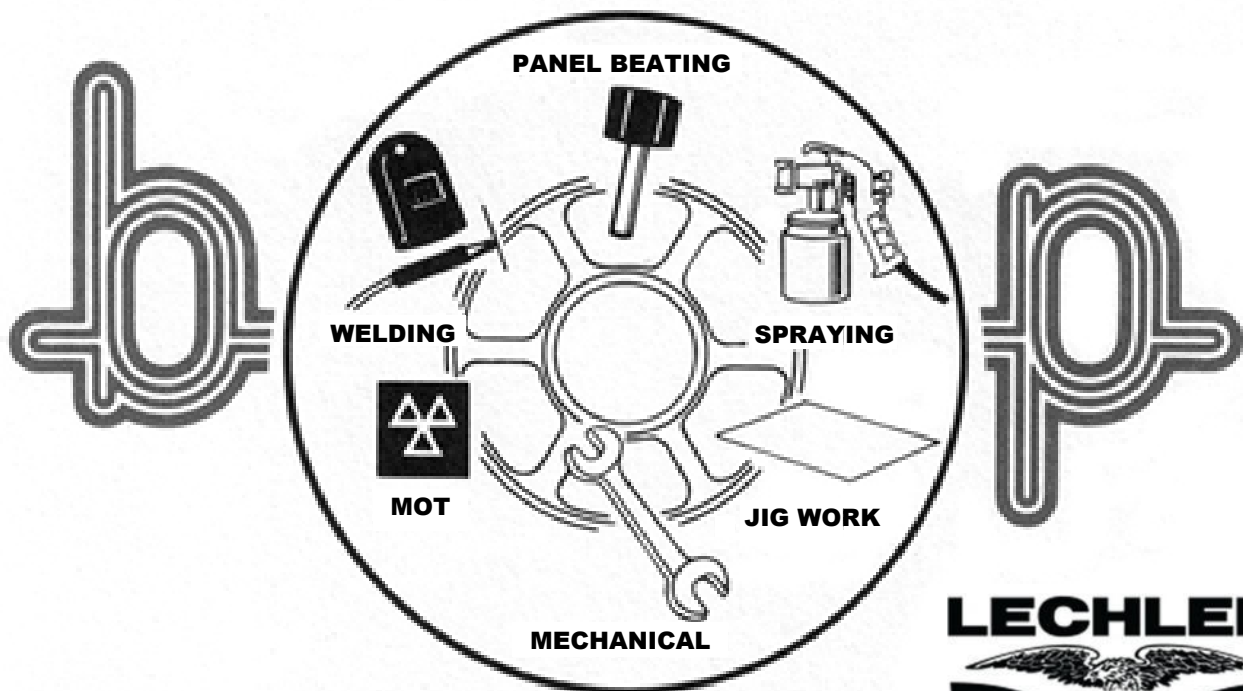
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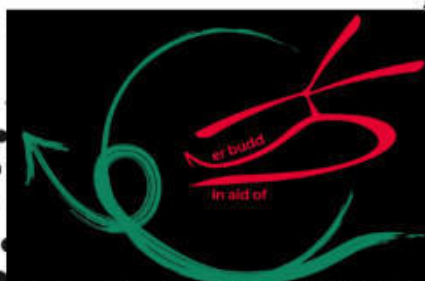
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