

# SUPPLEMENTARY REGULATIONS

for the



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

Sponsored by



## Welcome to the second running of the Great Western Vintage and Classic Rally.

### 1 Announcement

Bath Motor Club will organise and promote a Clubmans Historic Road Rally, known as the **Great Western Vintage and Classic Rally**, on Sunday 17<sup>th</sup> August 2025. The rally will start and finish at Walcot Rugby Club, Lansdown Rd, Bath BA1 9BJ (<https://what3words.com/tries.media.lines>).

### 2 Jurisdiction

This meeting will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, and any other written instructions that the organising club may issue for the event. The specific version of the National Competition Rules (NCRs) used for these regulations is [Motorsport-UK NCR-2025 version 9](#). The regulations specifically for rallying are in [Chapter 13](#).

### 3 Authorisation, permits and competition licences

The **Great Western Vintage and Classic Rally** will run under a Clubman's Historic Road Rally Permit issued by Motorsport UK, as defined in NCRs [Ch.13 App.3 Art.3](#).

- Motorsport UK Permit No : 203325
- MSUK CAO Authorisation number : **TBD**

### 4 Eligibility

#### 4.1 Competitors

The **Great Western Vintage and Classic Rally** is open to members of any of the following:

- Bath Motor Club
- the Historic Rally Car Register (HRCR)
- the Vintage Sports Car Club (VSCC)
- the Cotswold Motor Sport Group Car Club (MSGCC)
- Tavern Motor Club
- Devizes and District Motor Club
- HERO-ERA
- Austin Healey Club
- Morgan Sports Car Club
- MG Car Club

All competitors must have a Competition Licence of RS Clubman or higher status valid for the event issued by Motorsport UK, and a Membership Card for one of the eligible clubs. The RS Clubman Licence is free and can be applied for online via the [Motorsport UK website](#).

Both the driver and the navigator must be members as above.

Bath Motor Club's membership year runs from 1<sup>st</sup> September to 31<sup>st</sup> August. If competitors join when entering this event, their membership will run until 31<sup>st</sup> August 2026. The membership fee is £20 for Single, or £25 for Family membership (all members at the same address).

## 4.2 Cars

The event is open to all cars of a type manufactured before 1<sup>st</sup> January 1982. Cars may be altered with any modifications which were available before that date. Later cars will be accepted if they are to a specification prior to that date.

All vehicles must comply with Motorsport UK NCRs [Chapter 7, Competitor Vehicles and Vehicle Safety Equipment](#) and [Chapter 13 App 15, Technical Regulations](#) (all sections as applicable).

All entrants should make themselves fully conversant with these Regulations. Please do not rely on social media for any questions regarding the Regulations – please take the time to read them!

Any entrants requiring waivers in accordance with NCRs [Ch.13 App.15 Art.11.3](#) must complete the relevant section of the Entry Form. This particularly (but not only) applies to cars built to a specification on or after 1 Jan 1968 with more than 4 cylinders, more than two carburettor chokes or more than one camshaft per cylinder bank. **Important:** Waivers not applied for by the closing date for entries may result in a non-start.

Advertising is permitted on the car but must not exceed 1250 sq cm in total. Also, it is permitted to fit a sun strip no more than 90 mm deep which may display the manufacture make or model, or the name of the event, or a recognised Motor Club or Charity providing it does not affect the Driver's view.

## 5 Classes

Entrants will be divided into the following classes :

- M1: Masters in Pre-1945 cars
- M2: Masters in 1945-1967 cars
- M3: Masters in 1968-1974 cars
- M4: Masters in 1975-1981 cars
- E1: Experts in Pre-1945 cars
- E2: Experts in 1945-1967 cars
- E3: Experts in 1968-1974 cars
- E4: Experts in 1975-1981 cars
- N1: Novices in Pre-1945 cars
- N2: Novices in 1945-1967 cars
- N3: Novices in 1968-1974 cars
- N4: Novices in 1975-1981 cars
- B1: Beginners in Pre-1945 cars
- B2: Beginners in 1945-1967 cars
- B3: Beginners in 1968-1974 cars
- B4: Beginners in 1975-1981 cars

The organisers may amalgamate, subdivide or redefine classes depending on entries received.

In the following, a "rally" is deemed to be a Road Event as defined in NCRs [Ch.13 App.3](#) (excluding Economy Rallies and Navigational Scatters) and which requires competitors to have an RS Clubman's licence (or higher grade).

Definition of Master: A crew where either member has had four or more finishes in the top 10 places overall of a rally in the roles in which they have entered, in the last 5 years. Winning any medal in LE JoG is considered equivalent to a top 10 finish.

Definition of Expert: A crew which does not qualify as Master, Novice or Beginner in the roles in which they have entered.

Definition of Novice: A crew in which neither member has had four or more finishes in the top 25 places overall of a rally, in the roles in which they have entered, in the last 5 years.

Definition of Beginner: A crew where neither member has finished three or more rallies in the last 5 years.

## 6 Entries

The process of entering the event and signing on will all be done electronically in advance of the event. Any competitor who is unable to produce their competition licence will be required to either produce written evidence from Motorsport UK to the satisfaction of the Stewards, or pay a non-refundable fine to Motorsport UK.

The entry fee is £195.00 which will include supper for two at the finish.

All entries must be complete, made on the official electronic entry form and must be accompanied by the appropriate entry fee.

- Entry is only available electronically, via the link on the event's website, <https://www.bathmotorclub.co.uk/club-events/great-western-vintage-and-classic-rally-2025>
- Payment can only be made by bank transfer to the following:
  - Account: Bath Motor Club Events Ltd
  - Sort Code: 04-06-05
  - Account Number: 24199615
  - Please use your initials and surname for the reference e.g. BNORTHMORE.
- You should allow 48 hours for the fee to be received.

For all entry enquiries please contact the Entries Secretary, Diane Whittock: email [diane.whittock60@gmail.com](mailto:diane.whittock60@gmail.com), mobile : 07889 721297 (**no calls after 21:00** please).

Entries can only be made through the online entry system. An automated acknowledgement of the entry will be generated and sent to the email address(es) provided. Acceptance of entries will be in order of receipt of payment and notified by email; this notification will include the password needed to access the event on Sportity. If the event entry list is full, a reserve list will be started.

Please note your entry form must be fully completed and paid for prior to the closing date and this may only be done by the entrant online.

The entry list will be published on the [event's web site](#) and Sportity. The entry list will be seeded after the closing date.

Entry fees may be refunded if entrants notify the Entries Secretary in writing or email their intention of withdrawal before the closing date and if a reserve is able to fill their place. No verbal cancellations will be accepted. Any refund will be subject to an administrative fee of £25. Refunds for withdrawals after the closing date for entries will be at the Organisers' discretion. All refunds will be processed after the event is concluded.

The publication of the Final Instructions with an Official Entry List will constitute the Official Programme of the event.

The maximum entry is 75. The minimum number of entries will be 40. The minimum entry per class is 3. Should the minimum figures not be reached, the organisers reserve the right to amalgamate classes and/or cancel the event.

The entry will be seeded at the organisers' discretion. An entry containing a false or incorrect statement shall be null and void, and the entrant deemed to be guilty of a breach of the General Competition rules of Motorsport UK. The entry fee may be forfeited in accordance with NCR [Ch.3 App.5 Art.9](#). The organisers may conduct random checks to establish the validity of all or some of the information contained on the entry form.

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

## 7 Signing on

Once an entry has been paid for and accepted, competitors should sign on as soon as possible and at the very latest by Wednesday 13<sup>th</sup> Aug at 20:00. This is done digitally and copies of competition licences and relevant club cards must be uploaded. Drivers and navigators sign on separately. Any competitor not signed on by the deadline may be excluded; their entry will then be offered to the first reserve entry.

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 [Ch.3 App.4 Art.3](#). They also agree to accept the consequences and any associated penalties imposed for not adhering to the Regulations.

## 8 Location

The event will be based at the Walcot Rugby Club on the northern outskirts of Bath, postcode BA1 9BJ, <https://what3words.com/tries.media.lines>. This will be the location for noise check, scrutineering, documentation, Main Time Controls at the start and end of the event, supper and the awards presentation.

A measured distance will be marked out to enable trip meters to be calibrated. Details of the route for this will be included with the Final Instructions.

Breakfast rolls, coffee, etc will be available at the start venue. The cost of such refreshments is not included in the entry fee.

## 9 Provisional timetable

The Provisional Programme is:

- Sunday 1<sup>st</sup> June 20:00 Entries open on the [event's web site](#)
- Sunday 3<sup>rd</sup> August 20:00 Entries close
- Monday 11<sup>th</sup> August 20:00 Final Instructions published on the event's page of the Sportity app
- Wednesday 13<sup>th</sup> August 17:00 Signing on declarations to be completed online

On Saturday 16<sup>th</sup> August:

- 15:00 – 18:00 Noise test, Scrutineering and Documentation (see below) available
- 15:00 Measured Distance marked out and available
- 18:30 – 20:00 Newcomers' teach-in

On Sunday 17<sup>th</sup> August:

- 08:00 – 10:00 Noise test and scrutineering open **Limited numbers - must be pre-booked on entry form**
- 08:10 Documentation (see below) opens
- 09:45 Competitor briefing (inside or outside the clubhouse depending on the weather)
- 10:30 Start time of car 0; cars will start at 1-minute intervals and depart in number order; your due time can be calculated by adding your competition number to 10:30
- 17:00 (approx) First car due at the final control

"Documentation" comprises :

- checking scrutineering and noise checksheets
- handing over Roadbook, rally plates and rally numbers

The following times on Sunday 17<sup>th</sup> August will be confirmed in the Final Instructions :

- First competitor due at Final Time Control (expected to be between 16:30 and 17:00)
- Last competitor due at Final Time Control, including maximum lateness allowance (expected to be about 18:30)
- Supper available; included within the entry fee
- Expected results announcements and awards

There will be a break for lunch at a suitable venue offering tea, coffee, snacks, etc. The cost for these is not included within the entry fee.

Competitors are requested to state on the entry form whether they require to attend noise check and scrutineering on the Saturday evening or Sunday morning. Please attend as early as possible to minimise last-minute panics and any possibility of a refused start.

## 10 Noise check and scrutineering

In accordance with NCRs [Ch.13 App.1 Art.7](#), a Noise Check will be carried out by a Motorsport UK appointed Environmental Scrutineer prior to signing-on, where the maximum acceptable noise level measured at 2.0 metres should not exceed 86 dB(A), or 98dB (A) @ 2/3rd of maximum rpm at 0.5 metres. A second noise check will take place at some point during the event. Failure to comply with noise requirements will result in exclusion from the event.

Scrutineers are appointed by Motorsport UK and may check the following documents:

- Registration Document (V5)
- MOT certificate (if required)
- Scrutineers will also confirm eligibility of the car for the class in which it is entered.

A Scrutineers' guide to ensuring your car complies with the rules may be enclosed within the Final Instructions, but be aware that the following items must be carried in the car:

- First aid kit
- Warning triangle
- Spill kit (small)
- OK/SOS Board

A Fire Extinguisher or Firestick, and Seat Belt Cutter are strongly recommended, but not compulsory. Please consider your personal safety and fit Fire Extinguishers securely in the car.

Crews failing either Noise Test or Scrutineering will not be permitted to start the event and will not be refunded their entry fee. Crews will be able to re-test providing they satisfy the Environmental Scrutineer and/or the Chief Scrutineer of acceptable workmanship. Crews failing a noise test carried out on route will not be permitted to continue, unless they are able to pass the Noise test without using any form of temporary silencers.

## 11 Description of event

Total road mileage will be approximately 140 miles on public roads, including a number of regularity sections on public roads and tests on private land.

All regularity sections will take place on public roads and will be timed to the second. All tests will take place on private tarmac or concrete surfaces. Loose surfaces such as gravel, grass, broken concrete, etc will only be used if necessary for access to or exit from venues.

At Signing-on, crews will be issued with :

- Timecards (with timing chip attached)
- Rally plates/numbers
- Road book for the whole event, including test diagrams

These documents will provide the necessary information to comply with NCRs [Ch.13 App.5 Art.2](#).

The Rally route will be contained within the area covered by O. S. Landranger Series 1:50000 scale maps 162, 163, 171, 172 and 173. While these maps may be carried by the crew, they are not essential as the roadbook will provide sufficient information to enable the correct route to be followed.

Certain sections of public road may be used more than once during the day for access to and from the test venues, lunch halt and the start/finish venue.

## 12 Identification

At signing-on, competitors will be issued with rally plates which must be displayed at the front and rear of the car and 2 sets of large numbers which must be in place at the top of the rear side windows (or similar position on open-top cars). It is the competitor's responsibility to ensure these are legible throughout the event. Rally numbers must be affixed prior to the start of the event and removed/crossed out on completion or retirement.

## 13 Noticeboard

The Sportity app (available on Android and iOS smartphones) will be used for communication between organisers and competitors. It will contain, as and when available :

- Clock showing rally time
- Entry list with start times
- Class lists
- Authorisations, waivers and permits
- Query form
- Supplementary Regulations
- Final Instructions
- HQ procedures for noise testing, scrutineering, signing-on and documentation
- Description of the official Measured Distance
- Amendments and bulletins
- Results

Competitors are urged to check Sportity frequently for any Amendments or Bulletins issued during the event.

## 14 Starting positions

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.

## 15 Navigation

All information necessary to follow the correct route will be included within the roadbooks. While an accurately calibrated trip meter is desirable, it is not essential for navigation on this event. Crews may use GPS devices or apps on smart phones, but should be aware that these are often not accurate enough for precise regularity timing. Devices such as stopwatches, smart phones and GPS receivers must be securely fixed or stowed throughout the rally. Programmable tripmeters or those displaying average speed are not to be used.

## 16 Results and protests

Provisional results will be published as per NCRs [Ch.3 App.6](#), but interim unofficial results should be available online during the day at [RallyRoots Rally Results Service](#) and/or on the event's page on Sportity. We encourage competitors to check the results and submit any queries to the CLO when you can. Please do not submit queries directly to the Results Team.

In the event of a tie, the principle of "furthest cleanest" will apply.

Any protest must be lodged in accordance with NCRs [Ch.2 App.9](#).



## 17 Awards

Awards will be made as follows:

- Overall Winning Crew Trophies to driver and navigator
- 2nd Overall Trophies to driver and navigator
- 3rd Overall Trophies to driver and navigator

Class Awards - Trophies to driver and navigator.

- 1<sup>st</sup> in class
- 2<sup>nd</sup> in class with 5 or more starters

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

Test Consistency award, made to the crew showing most consistency on the tests. This works as follows, for tests which are used twice (eg in the morning and then again in the afternoon) :

- Each crew's quickest time on such a test is subtracted from their slowest time to give a "consistency score"
- For each crew the consistency scores are added together
- The crew with the lowest total score wins the award

## 18 Officials

**No phone calls after 21:00 please.**

Stewards	Chris House, Bob Jordan, Andy Grimm		
Secretary of the Meeting	Nick Chapman		
Clerk of the Course	Bernard Northmore	077 1515 9530	GWVCR.COC@gmail.com
Deputy Clerks of the Course	Dave Whittock	07785 352852	
	Martin Moore		
	Mike Tanswell		
Entries Secretary	Diane Whittock	07889 721297	diane.whittock60@gmail.com
Chief Marshal	Dave Whittock		
Chief Timekeeper	Nick Chapman		
Equipment	Martin Moore, Dave Clifford		
Safeguarding	Alice Pease		
Media and Comms	Elaine Ward		
Competitor Liaison Officer	Andy Ballantyne	07970 226397	
Scrutineers	Paul Loveridge, Paul Wright		
Environmental Scrutineer	Rob Baldwin		
Results	Ian Mills, RallyRoots		
Official Photographer	Andy Manston, M&H Photography		
Driving Standards Observers	All signed-on Officials and Marshals		

Judges of Fact will be appointed to adjudicate the following: excessive noise, damage, driving standards, following the correct route on tests, stopping within sight of a Regularity Intermediate Timing Point.

Driving Standards Observers may be present on the route to adjudicate on excessive noise, excessive speed, non-compliance with special restrictions e.g. quiet zones, give way junctions, blackspots, driving in a manner likely to bring motorsport into disrepute.

## 19 Sections, Controls and Timing

Scheduled timing will be used. Competitors will start from all Time Controls at one-minute intervals. Timing will be by clocks set to BBC Time and the official rally time will be available on the Sportivity app.

The route will contain three types of sections

- Road Sections (non-competitive on public roads)
- Regularity Sections (run to an average speed no greater than 30mph on public roads)
- Special Tests (on private land).

All controls and checks must be visited in the order specified on the timecard. All controls will open 15 minutes before the due time of the first car and close 30 minutes after the last car plus any authorised delay. Being more than 30 minutes late at a control incurs maximum penalties for that control, as if the control had not been visited at all.

Time Controls (TCs). The only Time Controls on the event will be Main Time Controls (MTCs), which will be situated at the Start (MTC1), Restart after Lunch (MTC2) and Finish (MTC3). At MTC1 and MTC2 the navigator should present the timecard to the marshal in the minute before the crew's due time - which can be calculated by adding their car number to the time for the notional Car 0, as printed on the timecard. The marshal will record the time on the timecard, sign the card and then, when the due time arrives on the marshal's clock, chip the card and hand it back to the navigator; this time is deemed to be the time at which the car leaves the control. If the navigator presents the card after their due time, the time at which it is presented will be recorded, resulting in a penalty as stated in section 20 below

Route Checks (RCs) on tests will consist of Codeboards displaying a number of characters (letters and/or numbers), which the crew must record on the appropriate box on their timecard. On tests, Codeboards will typically be sited so that they cannot be read at speed. An example of a Codeboard will be shown at the crew briefing.

Route Checks on public road sections may either take the same form as those on tests, or may require the recording of information which can be easily seen from the car. They will specifically not be sited so that they cannot be easily seen; their purpose is simply to record that the crew has followed the correct route.

For all RCs, the marshal at the next manned control will sign the timecard to show that the RC has been properly recorded (or not).

Passage Controls (PCs) may be at any point on the rally, whether on public roads or tests. These controls are manned and there will be a PC (Rubber Stamp) board followed by two cones between which the crew must stop astride, or a line on the road which the crew must stop astride. You do not need to stop at the PC sign. The marshal will sign the timecard in the appropriate box. If a PC is unmanned it will be replaced by a RC.

There will be a Download Control (DC) on arrival at the lunch venue. This is for time card data collection only and speeds up the results calculations. Other DCs may be specified.

There may be Driving Standards Checks, established to observe driving standards.

**Special Test Start:** At these controls there will be a Red Control board showing a flag indicating the start point. The car must be stopped before the start line and the marshal will record the start time (normally the next minute) and give a countdown.

**Special Test Finish:** At these controls there will be a STOP board where you are timed to the second when you stop alongside the board. If you overshoot the STOP board, you will be penalised. If you reverse (having overshoot either the Stop line or the marshal's position) you will be severely penalised. After coming to a complete halt, the marshal will indicate that you should proceed to stop alongside him/her, whereupon he/she will complete your timecard. This process is to enhance marshals' safety by avoiding cars screeching to a halt beside them.

**Regularity Start (RS).** At a manned RS the marshal will record the time at which the car is to start and then provide a countdown. There may be one or more unmanned RS controls where the onus is on the crew to record the time (in ink and to the minute) at which they start. The first marshal on the Regularity will then sign to show that the time was properly recorded. If it is not properly recorded, a penalty will be applied.

**Intermediate Timing Points (ITPs).** These will be found at undisclosed points along the regularity route where a marshal will record the time (to the second) when you stop alongside the control board. This time also forms the start time for the next section of the regularity but note that there cannot be less than 2 miles between controls on public roads, so there is no need to tear away from the control to make up the time spent in the control.

**Regularity Finish (RF).** A board showing "End of Regularity" will be sited some distance after the last ITP. The board will state the distance and ideal time between each pair of ITPs.

## 20 Penalties

Marking and penalties will be as stated in NCRs [Ch.13 App.7B](#), using the time penalty system, with the following additions:

Early or late at MTC	1 minute per minute
Failure to follow the instructions of an official	Disqualified
Failure to obtain a signature for a code recorded at an unmanned check	5 minutes
Wrong direction of approach at a Passage Control	5 minutes
Entering an area marked in the road book or by signs as 'Out of Bounds'	Disqualified
Failure to hand in Time Cards at specified points	Disqualified

Note that NCRs [Ch.13 App.3 Art. 12.1](#) forbids intercoms, pre-arranged support and in particular the use of in-car cameras, which will result in disqualification.

The penalties for Intermediate Time Controls in Regularity sections, in accordance with NCRs [Ch13. App.4 Arts. 6.4 and 6.5](#) will be as follows:

Early or late arrival	1 second early/late up to a maximum of 1 minute early/late at each control
Stopping within sight of an IRTC other than when required to do so to comply with traffic laws	5 minutes

But note that the "Joker" system will be applied whereby a competitor's worst regularity timing point penalty for early or late arrival, if more than 15 seconds, will be reduced to 15 seconds. Each crew will have two Jokers, one for the morning regularities and one for the afternoon; they are not transferable. Each Joker can only be used once, at a single IRTC, and will be applied automatically.

The penalties for Special Tests will be as follows:

Not attempting or being ready to attempt a test when instructed	Test maximum + 5 minutes
Striking a bollard, barrier, wall or pylon or crossing the boundary of a test	10 secs per error
Failing to cross or stop at any line or specified position as required on a test	10 secs per error
Failing to record a code board correctly or to have a marshal's signature where required	10 secs per error
Failing to stop astride the Finish line	30 seconds
Not performing a test correctly, other than as above, or not completing a test or making a false or jump start	Test maximum
Reversing at the test finish	Test maximum
For every second taken to complete a test (minimum of Bogey Time)	1 second
Completing a test in less than the bogey time	Bogey time
Taking longer than the maximum time to complete the test	Test maximum

The Clerk of The Course may, at his discretion, impose a penalty on any competitor who causes or is part of a serious blockage on a Special Test, whether intentionally or otherwise, if his actions prevent any other competitor from completing the test competitively.

The maximum penalty (including time) for any Special Test attempted cannot exceed the Test maximum.

Tests are penalised on a "class improvement" basis, whereby each competitor's time, including any penalties, is compared with others in their class and is penalised as follows :

- Fastest in class : 0 seconds
- Second in class : 2 seconds
- Third in class : 4 seconds
- Fourth in class : 5 seconds
- Fifth in class : 6 seconds
- Sixth in class : 7 seconds
- Seventh in class : 8 seconds
- Eighth in class : 9 seconds
- Ninth and over in class : 10 seconds

## 21 Modifications to MSUK regulations

All other Regulations of Motorsport UK apply as written except the following:

NCRs [Ch.13 App.3 Art. 12.1c](#) Mobile telephones may be carried.

NCRs [Ch.13 App.5 Art. 2.1d](#) The organisers may establish "Secret Checks" at any points for the purpose of observing adherence to the route, or respect for driving standards such as at Stop or Give Way signs. The location of such a Secret Check will be indicated by a standard board. At these controls, a crew will be required to present their timecard to obtain a signature/stamp.

NCRs [Ch.13 App.5 Art. 5.8](#) Outside Total Lateness at all Time Controls shall be 30 minutes 59 seconds. Competitors are required to make up lateness at Main Time Controls and are encouraged to do so at other Time Controls.

## 22 Judges of fact

All signed-on Officials and Marshals are Judges of Fact.

## 23 Insurance

Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

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

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is 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](mailto:contact@reis.co.uk) and provide the Driver's 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:

Net Premium	£30.36
Insurance Premium Tax	£3.64 (IPT @12%)
Total Payable for Each Vehicle	<b>£34.00</b>

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

## 24 Trailers

Trailers may only be parked in designated areas at the start/finish venue, as directed by marshals. Trailers and tow vehicles left at the venue remain the sole responsibility of the competitor.

## 25 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. Please drive considerably whenever on the public road and in sensitive areas.
- Land and water protection. We must protect the event sites and routes from environmental damage. Please avoid refuelling during the event other than at commercial filling stations. If you have to fill from a can, please use a groundsheet and take great care; if any spillage of any quantity of any hazardous liquid occurs report it immediately to Bath Motor Club, 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.

## 26 Acknowledgements

- Our sponsors, Premier Trophies and The Basic Roamer Company
- HERO-ERA for supply of clocks and timecards
- All marshals and officials
- All farmers and householders on the route
- Avon & Somerset, Gloucestershire and Gwent Constabularies, Route Liaison Officers and Highways Officers
- Motorsport UK
- And you, the competitors



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