



77th TAMAR CLASSIC RELIABILITY TRIAL

In memory of Pete Cooper

SUNDAY 13th OCTOBER 2024

Launceston & North Cornwall Motor Club welcomes you to the 77th Tamar Trial to be held on Sunday 13th October 2024 catering for motorcycles, combinations, and cars.

The 2024 route will see competitors tackle sections around the Tamar valley to begin with before crossing into West Devon, with our mid-trial rest stop this year at the Fox & Grapes in Lifton who are always extremely accommodating to us, before competitors head towards the coast and North Cornwall for the afternoon hills. Angel Steps, Park Impossible, Crackington are all planned favourites that will be familiar to competitors. We plan on some new hills too, including returning to a venue not used since the mid 1990's as we aim to make the trial appealing to all classes and competitors.

The start venue will again be at Proper Ansome Café in Launceston and the finish returns to the Wilsey Down pub, only a couple of miles from the last sections.

We hope you will join us on the 13th October and we look forward to offering you a good day's trialling in a beautiful part of Devon and Cornwall.

Supplementary Regulations for Cars

1) EVENT ORGANISATION & AUTHORITY

The Launceston & North Cornwall Motor Club Ltd. will organise a Clubman's permit Classic Reliability Trial on Sunday 13th October 2024. The meeting will be governed by the General Regulations of the Motorsport UK, the Sporting Codes of the FIA, these Supplementary Regulations, and any written instructions the organising Club may issue for the event.

Permits applicable are: MS UK Clubman	137362
D.O.T.	290730C13

2) ELIGIBILITY & LICENSE REQUIREMENTS

The event is open to all fully elected members of Launceston and North Cornwall Motor Club Ltd. Competitors registered of either the ACTC and ASWMC Classic Trials Championship and a member of the following invited Clubs: Camel Vale MC, Holsworthy MC, Ross & District MC, Bristol MC, Eastwood MC, Falcon, Fell Side, MAC, Minehead MC, North Devon MC, Stroud & District MC, Windwhistle MC, Woolbridge MC, The MCC, MG Car Club, Torbay MC, Airedale & Pennine MC, Pendennis MC and Light Car Club, VSCC.

Please note that both driver and passenger must have a current and valid Motorsport UK RS Clubman or higher-grade license. The driver must hold a current Full Driving License, valid in the UK.

3) CLASSES

1. Front-engined, front wheel drive production cars (which from 1/1/19 includes FWD vehicles fitted with a torque biasing differential)
2. Production cars built prior to 1941 and the following: MG TC, Morgan 4-4 Series I, HRG 1100 & 1500, and Ford models (upright models to 1959) E04A, E494A, E4930A/B, E93A, E493A and 103E. Dellow Mk1, 2 & 3 and Buckler Mk5 & 6. Pre-1941 cars holding a current VSCC buff form. Nonproduction cars built from pre-1941 components individually approved by the ACTC Technical Panel.
3. Front-engined, rear wheel drive, production saloons (except vehicles in Class 6).
4. Rear-engined, rear wheel drive production saloons up to and including 1300cc (except vehicles in Class 7).
5. 5(a) Front-engined production sports cars (except vehicles in Classes 1 and 6).
5(b) Vehicles built from pre1941 components (except vehicles in Class 2) and satisfying the tyre regulations in T.10.11.
6. 6(a) Rear-engined, rear wheel drive production cars (except vehicles in Class 4).
6(b) Front- engined production cars fitted with torque biasing differentials as standard equipment.
7. 7(a) Production cars modified beyond Permitted limits.
7(b) Rear-engined production cars fitted with torque biasing differentials as standard equipment..
7(c) Front engine cars manufactured on a limited basis conforming to an accepted specification. Where modified beyond the accepted specification these cars will be classified in Class 8. These cars comply with either or both of 7 (c) (i) or 7 (c) (ii) below. 7(c) (i) Have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres. 7(c) (ii) Have a wheelbase of 90in (228.6cm) or greater.
8. 8(a) Non production cars.
8(b) Rear-engined cars (except vehicles in Classes 4, 6, and 7).
8(c) Front engine cars manufactured on a limited basis (except those in Class 7) including those which:
8(c) (i) Have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres, or
8(c) (ii) Have a wheelbase of less than 90in (228.6cm).
90. Suzuki X90 vehicles, running on original engine block.

4) MANDATORY VEHICLE REQUIREMENTS

- a) All vehicles must comply with Motorsport UK technical regulations (Chapters 7 & 17)
- b) The driver is responsible for ensuring their vehicle is roadworthy, taxed and insured for the event (see item 11)
- c) Where legally required, the vehicle must have a valid MOT certificate
- d) All vehicles must be effectively silenced, and tests may be carried out during the event. Also, if in the opinion of the Clerk of the Course, a competitor's vehicle is excessively noisy then they may be refused a start or, if having already started, may be asked to remove their competition numbers and retire.
- e) All cars must have a strong towing attachment, front and rear, strong enough to withstand the snatch of a tow from a recovery vehicle.
- f) All vehicles must display an identification disc of the correct colour denoting class number; Blue, Classes 1 & 2, White, Classes 3, 4, 5, & 90, Yellow, Classes 6 & 7, Red, Class 8.
- g) All tyres, including spares, must comply with the latest ACTC Approved Tyre List and in addition any tyre with a maximum tread gap not exceeding 8mm may be used.
- h) Vehicles damaged on route and deemed un-roadworthy by any official will be required to surrender their competition numbers to the nearest available official and immediately retire.
- i) Fire extinguishers to a level of safety specified in K.3.2 are mandatory and which are accessible to the crew of 1.75ltr minimum for AFFF or 2kg Powder. 2x1 litre AFFF, or 2x1Kg Powder is also permitted where space is limited.
- j) The use of advertising decals and commercial displays on competing vehicles is prohibited.

- k) All cars must carry a Motorsport UK approved Spill Kit.
- l) All vehicles must comply with ACTC Rules & Regulations; (<http://www.actc.org.uk/info/association/rules-regulations/>);
- m) Camera or video recording device mounting security may be checked at Scrutineering.
- n) All vehicles must comply with Construction and Use Regulations and where vehicles are required by law to have seat belts fitted these must be used when on public roads. It is recommended that seat belts are always fitted and used on all cars.
- o) Vehicles that do not comply with class requirements will be moved to another class or may be excluded from the results.
- p) Rearward vision whilst properly seated within the confines of the vehicle must be possible. Vehicles with solid rear bulkheads or an obstructed view along the centre line of the longitudinal access must be fitted with either external rear view mirrors or a reversing camera which must be operational during the event.
- q) MS UK Regulations, T.4.1.5 & T.4.1.6. Competitors' minimum ages. Front seat passenger 14 years in open or convertible cars or 12 years for closed cars. Additionally, the rear seats of saloon cars can be occupied by the number of people for whom they were designed. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age.

5) START & FINISH

The start will be at **Proper Ansome Café, Maunders Yard, Link Road, Launceston, PL15 9HS.**

Trailer parking will be available near the start.

Refreshments will be available at the start and finish. Fuel stops will be advised in the route.

Fuel is available at Tesco's, Launceston before the start.

Scrutineering and signing on will start at 7.00 a.m. Scrutineers will issue numbers which must be produced at signing on. SIGNING ON will be by signing the paper copy on the day. Competitors using the REIS third party cover will need to sign the appropriate form at signing on.

The finish will be at **The Wilsey Down, Hallworthy, Camelford, PL32 9SH (approx. 8 miles from the start)**

Trailers may also be left at the finish.

6) RUNNING TIME & ORDER

- a) Cars will run in the following order (Classes 1, 2, 3, 4, 5, 6 & 90 in mixed order followed by Class 7 then Class 8, entries to be selected by reverse order of receipt of entry).
- b) The first competitor will start at 8.01 a.m., with motorcycles starting first and following at 1-minute intervals and then the cars at 2-minute intervals in numerical order. **N.B.** Competitors must be ready to start after scrutineering. Late starting penalties will be applied to all competitors.
- c) Individual start times will be confirmed in the Entry List sent with the Final Instructions, approximately 5 days prior to the event.
- d) There is no time schedule for the road route and no penalty for late arrival at a section.
- e) Any competitor passed by the official back marker/course closing vehicle will be deemed to have retired.
- f) run with requests will be accommodated where possible

7) TRIALS CHAMPIONSHIP STATUS

The event is a round of the ASWMC Classic Trials Championship, Registration Number 8/2024 permit no CH2024/T010, and a round of the ACTC Championship.

8) COURSE & SECTIONS

- a) The route will cover approximately 75 miles on public roads and private land.
- b) Approximately 15 observed sections are expected to be run, plus at least 1 observed test.
- c) Observed Test(s) will count as a tie decider only.
- d) Tests will be timed by hand-held stopwatches to 0.1 second. A penalty of slowest time in class plus 60

seconds will be added for failing the test, e.g. by hitting a marker or taking an incorrect route.

e) The route card will be issued with the Final Instructions and the use of maps is unnecessary. The official route must be followed throughout the event. The onus is on competitor for finding the correct route. The route is entirely covered by OS maps 190 & 201. Wha3Words will also be provided for section locations.

f) Route checks may operate during the event.

g) Most sections will be sub-divided (12-1). Unless specified in the route book, sections may not be inspected. Failure on any section that is not subdivided will carry 6 marks for failing unless stated differently in the official route.

h) Hitting of posts, markers, restart boards, tape or any other markers defining the route will be deemed a failure at that point on the section.

i) Some sections will include restarts for some classes. These will be identified at the start or in the route book. Except where stated, restarts will be of the line type, marked by two 'R' boards. On the drop of a flag, restart, without rolling back, within approximately 10 seconds.

j) Tyre pressures restrictions may be imposed for some classes at some or all sections, depending on weather conditions. These will be advised in the route book and/or in writing on Notice Board at the start or by the marshal at the Section Start.

9) IDENTIFICATION, PENALTIES & MARKING

a) Competition numbers will be supplied at the start and must be fixed in a prominent, near vertical, position at the front and the rear of the vehicle.

b) These numbers must be legible throughout the event and be removed at the finish, or on retirement from the event, and handed in.

c) Marking and penalties will be in accordance with Motorsport UK NCR's Chapter 17 App's 2 & 5 (See also 8.7).

d) In the event of a tie, the quickest observed test times combined will decide the winner. If a tie still exists, observed test 2 will be used, if a tie still exists the vehicle with the smaller engine will win (the forced induction multiplier is 1.4). If a tie still exists, then the winner will be decided on 'furthest cleanest' from the first hill.

e) A 12-mark penalty will be awarded to any competitor who does not observe the country code. If you meet a horse and rider, exercise extreme caution and if necessary, **STOP and switch off your engine.**

f) A 12-mark penalty may be incurred for any member of the crew walking past the Section Begins board of any section unless assistance is requested by a Marshal.

g) Penalties may be incurred by competitors who finish significantly later than others relative to their competition number.

h) Officials including Observers & Marshals are Judges of Fact. Driving standards will be observed throughout the event and any breach of the Highway Code or driving by any competitor considered by any of the above officials to be inappropriate will be noted and relevant action taken including immediate disqualification.

10) ENTRIES

The entry fee for cars is £45.00. (excluding on-event insurance as needed – see 11)

Entries to be made using the online form, however paper copies with cheques can also be sent to the details below.

Entry payment by BACS, cheque or cash. Please note an entry won't be accepted until payment is received.

Bank: Santander
Account Name: Launceston & North Cornwall Motor Club Ltd
Account Number: 58398300
Sort Code: 09 01 51
REF: TAM & Surname (eg TAMSMITH)

Please make any cheques payable to L&NCCMC and send completed entry forms and fees to:

SIMON RIDDLE, 25 BUZZARD RISE, ST. ANN'S CHAPEL, GUNNISLAKE, PL18 9FL.

Tel. No. 07920 482078 E-mail: sriddle38@hotmail.co.uk

The Route Cards and Entry Lists will be sent out by e-mail (unless no e-mail is provided) or unless the competitor states on their entry that they want the route etc. posted.

The maximum entry for the meeting is 90, split initially as 45 cars and 45 motorcycles. Should any category be under subscribed, the balance may be made up from the other.

The entry list opens with the publication of these regulations and full and finally **CLOSES ON FRIDAY 4th OCTOBER 2024 AT MIDNIGHT.** Should any competitor notify withdrawal of their entry by 4th October, their entry fee will be refunded less an administration fee.

11) INSURANCE

Insurance valid for this event is mandatory.

Launceston & North Cornwall Motor Club will obtain a blanket certificate of insurance from REIS for those car competitors who need to use the scheme's Third Party Cover to meet Road Traffic Act requirements for the road sections of the event. The basic rate before any loadings (discounted rate negotiated by ACTC) is **£23.00** inclusive of tax.

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

is aged 19 years or over

has held a full driving licence for a minimum of 6 months

has no more than 6 points on their licence

has had no more than 1 fault claim in the last 3 years

is named on a valid motor insurance policy for the vehicle they are driving

do not have the Third-Party Extension cover on their existing motor policy

the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 years old will also be accepted at the same price should their co- driver be a more senior member of their family or over 25.

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, providing the Driver's name and date of birth, the date they passed 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.

Car competitors may make their own insurance arrangements, but this must include RTA cover while competing in the event.

Event insurance covering Third Party damage whilst on private land currently carries an excess of **£450** per

incident (see Appendix 2, paragraph 3, sub-paragraph three, of the 2024 Motorsport UK Yearbook). The organising Club reserves the right to recover the cost of repair of any third party damage, up to a maximum of **£450** per incident, from the entrant of any vehicle which causes such damage.

12) OFFICIALS

Club Steward: Mike Wevill
Clerks of Course: Andrew Rippon, Nigel Cowling, Simon Riddle
Secretary of the meeting: Jan Cooper
17 Trelinnoe Gardens, South Petherwin, Launceston, PL15 7TH
Tel: 07765 416632 e-mail: janhoare99@hotmail.com
Scrutinners: TBC

13) RESULTS & AWARDS

Provisional results will be sent by e-mail within 7 days of the event or hard copy by post, if requested. Appeals must be made in accordance with Motorsport UK. requirements.

Awards as follows:

TAMAR TROPHY	To Best Car
CLUB CUP	To Best Car in Classes 1, 2 & 3
SALOON CUP	To Best Car in Classes 4, 5 & 6.
JOHN DELL CUP	To Best Car in Classes 7 & 8
SECRETARY'S CUP	To Best Car in Class X-90
LADIES CUP	To Best Female Driver/Rider.
PETE COOPER MEMORIAL CUP	To Best Car Performance by a L&NC Member
NAVIGATORS CUP	To Best Car's Passenger/Navigator

The above trophies to be held for one year, and no competitor can win more than one. All awards subject to a minimum of 3 eligible competitors (i.e. 3 starters). Other awards may be given at the organisers' discretion. Points will be awarded to the organising clubs' internal annual championships the Members Challenge Bowl and Cann Medland Trophy for L&NC members.

14) MISCELLANEOUS

The Motorsport UK policy statement on protection is as follows;

The child's welfare is paramount.

All children whatever their age, culture, disability, gender, language, racial origin, religious belief and /or sexual identity have the right to protection from abuse.

All suspicions and allegations of in-appropriate behaviour will be taken seriously and responded to swiftly and appropriately.

As defined in the Children's Act 1989 anyone under the age of 18 years should be considered as a child for the purpose of this document.

- a) Any competitor involved in an accident during the Event **must make a written report to the Secretary of the Meeting at the finish or within 7 days if a non finisher.**
- b) Competitors are expected to ensure that the requirements of the Road Traffic Act are complied with in all respects.
- c) Vehicles with excessively noisy exhaust systems will be rejected. The organisers reserve to right to subject all vehicles to further tests during the event.
- d) Due to Landowners' concerns, no dogs are allowed on the Trial.
- e) **MotorSportuk Respect Code By registering all competitors & associates, officials & Marshalls commit to the Respect Code**