



Trac Môn *Targa Rally*

Sunday, 21st October 2018

at

Trac Môn / Anglesey Circuit



Sponsored by

Trac Môn / Anglesey Circuit

Rally Trackdays

Foreword

Caernarvonshire and Anglesey Motor Club Ltd is pleased to announce the running the inaugural single venue Targa Rally in North Wales.

The event will be based at Trac Môn / Anglesey Circuit, Ty Croes, Ynys Mon, LL63 5TF

Total event mileage will be approximately 25 miles, 20 of which will be competitive on metalled and unmetalled roads, with numerous tests.

The event involves driving tests held entirely at Trac Môn/Anglesey Circuit and timed to 30mph with short neutral sections linking up each test.

The entry fee includes full colour printed maps and a road book.

Wheels and Tyres – See Section 10 below (no other discussion will be entered into with regards to tyres, we simply run to the MSA Blue Book R18, nothing else)

Please note, spectators will be allowed at Trac Môn/Anglesey Circuit. However, safety measures require that all spectators will be directed to the designated spectator areas, NO SPECTATORS will be allowed on the track.

Due to the nature of the event, we will need a lot of marshals, so we are enforcing the 'No Marshal, No Start' rule.

We look forward to seeing you all on the day.

The Organisers

Acknowledgements

Trac Môn/Anglesey Circuit

All our amazing Test Commanders – THANK YOU

All marshals, who without them this event wouldn't be possible - THANK YOU

The MSA Rally Authorisations Department

North Wales RLO - Mr John Davies

Croeso i Trac Môn or for those from further afield Welcome to Anglesey Circuit

Trac Môn is honoured to be hosting the 2018 edition of the Caernarvonshire and Anglesey Motor Club's SV Targa Rally; especially as the first event in this format.

Caernarvonshire and Anglesey Motor Club was founded in 1936 well before the circuit at Tŷ Croes had been thought about and the Club has a rich history of organising a wide variety of Motor Sport events whereas Trac Môn / Anglesey Circuit has a much shorter story having been founded a mere 26 years ago; largely thanks to the persistence of the local rallying fraternity in seeking new and ever more challenging venues at which to compete.

Development of the circuit has followed the demands of circuit racing, whether that is for cars or bikes; it has established itself as one of the more popular National Racing venues despite heavy competition from other tracks across the United Kingdom which means that we have to look at all angles to ensure the longevity of the venue.

Having competed at Trac Môn over the years and a relatively frequent visitor it has been inspiring to see the progress made in bringing forward the facilities and for the Circuit to be able to host this event.

Racing has been the stimulus for development, however it is Rallying that is the DNA of motorsport in North Wales! Over the past two years we have grasped the fact and it has committed us to grow the interest in the sport.

C&A and Trac Môn have a long working relationship; the growth in enthusiasm for Single Venue events and Circuit based rallying means it is essential that we work together to strengthen the public perception of our sport. Unlike a forest stage which is probably miles from anywhere a Circuit offers a great opportunity to 'host an event' with all the facilities on offer from catering to permanent toilets!

There are many important developments on the horizon, Closed Road Rallying and Electric Cars being just two. E Rallying is likely to be just around the corner and bound to have a massive appeal to all the 'game racers' who have been competing in simulated events since the advent of the Colin McRae games on early computers, the Club as well as the circuit need to be ready to react to these initiatives.

Trac Môn's has enthusiasm to support the efforts of the loyal and enthusiastic band of volunteers that make up C&A so we have created a Rally Track Day system to encourage people with their own cars to take part in non competitive events.

Our stages are 'user friendly', developing through a day, so those less experienced can grasp some of the concepts of being on a stage. We even ensure that they are road car friendly so there's no excuse for not getting involved. Our aim is to try and encourage Co-drivers as well because we recognise that Rallying is genuinely a 'Team Sport'. One day we hope to have driver and co-driver seminars to add to the experience – watch this space!

Rally Track Days also offer the opportunity for suitably qualified Junior drivers, together with their regular Co-driver, to develop their skills in a controlled environment because they are the future for the sport. Let's work together to create the framework for future World Champions.

Targa Rally is a new initiative and an area that is gaining momentum as a budget level entry to Rallying. Great fun, great for promoting yourself and your team because supporters as well as spectators can follow every move given the single venue and all on your doorstep.

Congratulations to C&A for staging this event, from Trac Môn we offer you a warm welcome, hope you really enjoy the rally and wish you every ounce of motorsport luck for a great result today!

From all at Trac Môn



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SUPPLEMENTARY REGULATIONS

1 ANNOUNCEMENT

Caernarvonshire and Anglesey Motor Club will organise a Clubman single venue Targa Rally, named the Trac Môn Targa, on Sunday 21st October 2018.

2 JURISDICTION

The event will be held under the general rules of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations, together with any other written instructions that the organising club may issue for the event.

3 AUTHORISATION

The following have been granted for this and will be on display at signing on MSA Permit Number **109162** has been issued.

4 ELIGIBILITY

Competitors

The event is open to paid up members of Caernarvonshire and Anglesey Motor Club only.

All competitors **MUST produce a valid Caernarvonshire and Anglesey Motor Club membership card** at signing-on. If you are not a member, Caernarvonshire and Anglesey Motor Club membership will be available on the day at £15 per single membership, valid until 31st October 2019.

An MSA Competition Licence is **NOT** required for this event.

Drivers must hold a full valid Road Traffic Act driving licence for a car. Navigators must have attained the age of 12 years.

Only the driver that signs on may drive at all times during the event. The navigator may not be replaced during the event.

MSA 2018 Competitors and Officials Yearbook: It will be expected that all crews will be fully aware of the relevant sections within the Year Book and comply with these sections throughout the event.

Competitors under the age of 18: Any Competitor under the age of 18 must have a parent, carer or guardian at signing on to countersign the signing-on sheet. If a parent, carer or guardian is not in attendance, someone who is authorised in writing by their parent, carer or guardian must sign on their behalf. In this case the required Parental Consent Form is available to download from the MSA website or www.camconline.co.uk

PLEASE NOTE. If there is no Parental or Guardian consent in accordance with the above, then those under 18 years of age cannot be permitted to take part in the event.

Vehicles

Sections J and R of the MSA 2018 Year Book can be viewed online at <https://www.msauk.org/News-Publications/Publications/MSA-Yearbooks>

R18.2.5. forced-induction is only allowed for petrol and diesel engines under 1500cc.

The event is open to all cars compliant with MSA Year Book 2018 J5 and the following.

Cars must be taxed and where applicable a current MOT must be produced.

Cars must comply with Technical Regulations for Road Rallying - R18, except that R18.5, R18.5.1 and R18.5.9. do not apply as this is a daylight event. To underline: cars must be road legal in all respects and be fitted with rear seats, headlining, carpets and door cards.

Paintwork is not required to be one colour and advertising not exceeding 1250 sq cm in total is permitted (R18.6.6.) Large logos will need to be removed or completely covered up.

Kit cars must be based on road car mechanicals and will be accepted at the organisers' discretion.

All vehicles must carry a Spill Kit complying with J5.20.13. A self-contained spill kit is capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. This equipment will be checked at scrutineering.

5 CHAMPIONSHIPS

The event is a round of relevant C&A Motor Club championships only. It is not a qualifier for any regional association championships.

6 PROGRAMME

The event venue will be held at Trac Môn/Anglesey Circuit, Ty Croes Ynys Môn, LL63 5TF; O.S. map reference – 114/329 691.

The Venue **SPEED LIMIT 5 mph** at all times except when competing on Test.

Noise check and Scrutineering will take place **between 06:00 hours and 09:15 hours.**

Any competitor not signed on by 09:15 hours (including their marshal) may be refused a start and their place offered to a reserve crew.

There will be a drivers' briefing at **09:30 hours** (outside signing-on) and all competitors **SHOULD** attend.

Car 0 will start at MC0 at **10:00 hours** (for individual start times please add your car number to this time).

Car 0 is due at the finish at approximately **16:30 hours.**

Cars will start at one minute intervals unless instructed otherwise by an official.

Total mileage will be approximately 25 miles on metalled and unmetalled roads.

The route will be clearly defined by photocopied maps and/or by written instructions with marked maps and/or any other information allowing competitors to comply with R 14.1 to R 14.1.8.

The route information will be supplied at signing-on.

7 CLASSES

The event will consist of 3 classes. These classes are based on the **driver's results only.**

Class 1 - Expert: DRIVER who has finished in the top 10 of a NatB rally, top 5 in closed to club excluding novice.

Class 2 - Semi-Expert: DRIVER not eligible for Class 1 or 3.

Class 3 - Novice: DRIVER who has won no more than 1 class award on a rally in the last 5 years.

8 ENTRIES

The entry list opens on publication of these regulations and closes at **20:00 hours on Sunday, 15th October 2018.**

The maximum number of entries is 60 and the minimum is 40.

The entry fee is £85.00 (This includes the route handout on printed maps, road book, meal voucher for both competing members).

We are using an online entry system and entries will only be fully accepted with full payment.

Entries cancelled before the closing date will be refunded, less £10 to cover administrative costs. Entries cancelled after the closing date will be refunded at the discretion of the organisers.

Should the entry list fill, a reserve list of up to 5 cars will open. Reserves will be kept advised of their position on the list. Reserves who sign-on, but are not offered a run, or choose not to run, will be refunded in full.

The Organisers reserve the right to cancel or postpone the event should there be less than 40 entries received by the closing date, in which case all entry fees will be refunded in full.

The Organisers reserve the right to withhold 10 places and allocate these entries at their discretion.

Entries must be made by completing the online entry form.

All entries must be made by completing the official online entry form found at <https://www.camconline.co.uk/events/2018-10-21/targa-rally>. The entry form must be completed in full and accompanied with appropriate fees. There is no surcharge applied to payments by PayPal.

Payment methods:

1. By PayPal to: camcsport@gmail.com and giving the **driver's** name. This option is offered on completion of the entry form online.
2. By bank transfer to: **C&A Motor Club, Sort Code 40-16-02, Account No 01166034. Please use the reference: TMR and the driver's name.**
3. By a cheque made payable to: **C & A Motor Club Ltd** and sent to the **Entries Secretary, 31 Brig y Nant, Llangefni, LL77 7QD**. Post-dated cheques will be deemed not to have been received until the date on the cheque.

Entries will be acknowledged as recorded online, but the entry will not be fully accepted until the correct fee has been received.

No post-dated cheques are allowed. Incomplete entries, including partial payments will not be accepted. Any bounced cheques will negate the entry. Entry will only be confirmed **after a cheque has cleared or BACS payment has been received. This will be strictly on a first come basis and entries lodged with no Entry Fee or Membership Fees due will be relegated below those who have paid in full.**

Competitor details must be completed in full on the Entry Form prior to the event to ensure smooth and timely running on the day. Failure to adhere to this request may result in the entry being refused.

Seeding will be based on the information provided on the Entry Form. There will be no discussions entered regarding any seeding. If no seeding is provided you will be seeded at the back of the class you entered.

It is a condition of entry that every competitor must supply a marshal that is **not a named official** and their details must be given on the entry form.

NO MARSHAL=NO START

All communication will be made by email to the person as nominated on the entry form. Please ensure your e-mail address is accurate and very clear.

Entries will be accepted at the organiser's discretion.

**The Entries Secretary is Rhian Jones,
31 Brig y Nant, Llangefni, Anglesey, LL77 7QD.**

Email: rhianowenjones@outlook.com

Please, no personal visits without prior arrangement and no calls after 20.00 hours.

Regulations, updates, Finals and will be available at www.camconline.co.uk or via email on request. Results will be available at www.anwcc.co.uk.

9 OFFICIALS

Please do not phone after 20.00 hours

Club Steward	Mr. James Robinson		10
Clerk of the Course	Huw Gwyn Jones	07547 648130 brynpistyll@btinternet.com	
Deputy Clerk of the Course	Jamie Jones		
Deputy Clerk of the Course	Will Hughes		
Secretary of the Meeting	Rhian Jones	07780 933531 rhianowenjones@outlook.com	
Chief Marshal	Deio Hughes		
Entries Secretary	Rhian Jones	07780 933531 rhianowenjones@outlook.com	
Event Safety Officer	Aled Pennant		
Equipment Officer	Tecwyn Jones		
Chief Scrutineer	Rhys Jones		
Environmental Scrutineer	Ian Williams		
Chief Timekeeper	Aled Pennant		
Results	Gavin Rees		
Competitor Liaison Officer	Ifor Davies		
Judges of Fact	All marshals listed on the 'Officials Signing-On' sheets		

SCRUTINEERING

Cars will be required to undergo a 2.0 meter noise test and, if over 86 dBa is registered at two thirds of maximum RPM on the noise meter, they will not be permitted to start as per R4.1.2 and will not be refunded their entry fee.

Noise checks may also be performed during the event as per R4.1.6.

Crews failing a noise test carried out during the event will not be permitted to continue until they are able to pass the noise check without using any form of temporary silencers.

Wheel and Tyres – As per MSA General Regulations (see 2018 Blue Book). No other ruling applies.

R18.4. Wheels and tyres are free but must fit within the standard unmodified wheel arch.

R18.4.1. Vehicles must be fitted with tyres that are always legal for use on the public highway.

R18.4.2. All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres.

R18.4.3. Vehicles must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments.

ALL tyres must meet the statutory tread depth requirement and be legal for use on the public highway at **ALL** times during the event, including at the finish.

A maximum of 6 wheel/tyres are allowed per competing car. 4 fitted to the car and a maximum 2 spares securely fitted in or on the car.

All vehicles must carry a minimum of 1 spare wheel

Any vehicle that experiences a puncture must pull over in a safe place and replace the wheel before completing any test.

Wheel and Tyre Marking

The wheels and tyres you wish to use on the event **MUST** be either on the car or in the boot and **MUST** be made available to the Scrutineer for **MARKING** at scrutineering.

BY ENTERING THE RALLY AND SIGNING THE DECLARATION, YOU AGREE TO ALLOWING THE SCRUTINEERS TO MARK YOUR WHEELS AND/OR TYRES AS THEY SEE FIT.

These markings **WILL** be checked at the start of every test by the Test Commander who will be a Judge of Fact for Wheel/Tyre Markings. If they find the 4 wheels fitted to the car are without the correct markings they will withhold the competitor's time card until the correct tyres are fitted and a **TEST MAXIMUM** will be applied for that test, if this offence occurs a second time the crew will be disqualified from the results and reported to the MSA for illegal servicing. **(YOU HAVE BEEN WARNED).**

Brakes

Where hydraulic handbrakes are used, cables must also be fitted and work sufficiently to stop the car as required by the Road Traffic Act Construction and Use Regulations.

All handbrake cables must be attached

Other

The use of sump guards and underbody protection is highly advised.
You are reminded that you will require a spill kit.

11 IDENTIFICATION

Competitors will be identified by rally plates and high visibility numbers which are supplied by the organisers. The rally plates must be fixed one to each rear side window of the competing car and the high visibility numbers must be fixed to the top left side of the front windscreen and rear window. The rally plates **MUST** be removed once the car has finished or retired from the event. It is the competitors' responsibility to ensure the rally numbers are legible throughout the event.

12 SECTIONS

The event will contain the following types of sections:

Timed Tests: The route will be defined by test diagrams and will consist of manoeuvres around cones and stop astride lines. All tests will be held on Trac Môn/Anglesey Circuit with a mixture of asphalt, gravel, concrete, loose surface thrown in. All tests will be timed to 30mph. All tests must be visited in numerical order as shown on the event time cards.

Neutral Sections: These sections are timed to a low average speed and are to be treated as non-competitive **AT ALL TIMES**. Passage or route checks may be established without prior notice.

Any competitor deemed by a Judge of Fact to be speeding or making excessive noise in a Neutral section will be excluded from the event.

13 CONTROLS

There will be five types of control used on this event.

Main Controls (MC): These will be at the start, and finish of the rest halt (as per venue map) during the event, - a **Yellow** Control board will be at the correct entrance. A **Red** Control board will mark each MC.

Test Start Controls (ArrTS / TS): A **TS** will be at the start of each Test and will have a **Yellow** Control Board to mark the Control Area. The Marshal and actual Test Start will be at the **Red** Control Board. The **ArrTS** will be at the same location, but only request an Arrival Time if delayed more than 3 minutes after your due Start Time, which is calculated by adding your Car Number to the time shown on the Time Card. Competitors may report to these points, and start the Test, at any time during the period they are open.

Test Finish Controls (TF): A **TF** will be marked by a red STOP board. The Competitor should STOP ASTRIDE the line marked at these points, then proceed forward to the marshal. A marshal will sign the competitor's time card and record on it the time of stopping.

On no account must the Competitor reverse if the line is overshot.

Passage Controls (PC): A **PC** will be marked with a single Passage Control Board at the location where the marshal is stood. The marshal will write and sign their name on the competitor's time card.

Code Boards: *If used*, these will be within the location given on the test diagram or at the location shown on the map on a road section. These code boards must be recorded on your time card in the place provided and signed for at the next manned control.

All the organisers' times and distances will be deemed to be correct, having been established in accordance with R6.2.4.

A Time Control at which, in the organisers' opinion, inaccurate times have been recorded shall be considered as a PC or a via.

A Competitor who harasses a marshal or any other official in any way, or who remains in a control area subsequent to an instruction to depart, will be reported to the Stewards of the event. The organisers reserve the right to disqualify any such competitor if it is deemed appropriate.

14 TIMING

The Event will use scheduled timing method – 12.1. Marshals' clocks will be set to BBC/Telecom time. All crews are advised to carry their own accurate timepiece.

Timing at an MC will be by Marshals' clocks read to the previous full minute (i.e. 14:23:55 will be read as 14:23). At Main Controls, the time recorded will be that at which the competitor presents their timecard to the marshal. The competitor may check the clock before doing so.

Time Card. Each competitor will be provided with a time card showing the Standard Time at each Main Control for a hypothetical car 0 (shown in **BOLD** letters). It will also show the theoretical Standard Time for Car 0 at ArrTS/TS (Test Starts and shown in a light grey colour). To enable the Competitor to keep check of his progress, Scheduled Time for each Competitor will be the Standard Time shown on the time card for Car 0, plus their car number.

15 LATENESS

Controls will open 10 minutes before the due time of car 0 and will close 10 minutes and 59 seconds after due time of the last car.

R12.2.6 and R12.6.1. Competitors will only be allowed to make up time at specific times as directed by the organisers.

Maximum permitted lateness is 10 minutes and 59 seconds between two consecutive Main Controls.

All the organisers times and distances will be deemed to be correct having been established in accordance with R 6.2.4.

The organisers reserve the right to cancel a section should circumstances deem it appropriate.

16 QUIET ZONES

All Circuit service roads, and main access roads are deemed to be Quiet Zones.

17 MANOEUVRES ON TESTS

Within the Tests there are various manoeuvres to be completed around cones. These will include slaloms, 360° turns and hairpins (each manoeuvre will be lettered as per the diagrams provided; the letter will be A4 size and attached to the cone. All manoeuvres will be marshalled but you DO NOT stop for the marshal. The marshals are observers who will record incorrect manoeuvres on their check sheet and the competitor be penalised as per the supplementary regulations for that infringement in the results.

Stop Astride / Stop In a BOX – a marshal will hold out a 'STOP' sign; competitors must stop astride the line or stop within the box. The marshal will count 5,4,3,2,1 GO and lift the 'STOP' sign for the competitor to proceed.

18 PENALTIES

Penalties: Penalties will be as R13 – Appendix 1, Chart 13, except as modified below.

Penalties on Special Tests: 1st = 1st offence / 2nd = 2nd offence

- a. Taking the Bogey Time or less than the Bogey Time: Bogey Time
- b. Taking longer than the Bogey Time but less than the Maximum Time:
..... Actual Time Taken
- c. Taking longer than the Maximum Time, or failing to complete a test...Test Maximum
- d. Not attempting a test:Test Maximum + 5mins
- e. Driving wrong side of a single cone or marker...1st +30 seconds / 2nd Test Maximum
- f. Striking a cone or marker: +10 seconds per cone/marker
- g. Failing to stop astride a finish line (actual attempt made to stop):
..... +30 seconds per offence
- h. Failing to stop astride a line or stop in a box: +30 seconds per offence
- i. Ignoring a stop astride finish line (no attempt made to stop): Test Maximum
- j. Jump Start on a Test: +30 seconds per offence
- k. Not completing a test by the correct route other than in 'n' or 'r': Test Maximum
- l. Starting, but not completing a test: Test Maximum
- m. Attempting to start a test without the correct wheel/tyre markings:
..... 1st Test Maximum / 2nd Exclusion
- n. Not providing proof of visiting a Passage Control: +30 seconds per offence
- o. Not recording the correct code from a code board (if used):
..... +30 seconds per offence
- p. Not reporting at a Main Time Control within maximum permitted lateness:
..... Disqualification
- q. No penalties will be applied for late arrival other than maximum lateness. Competitors will start at one-minute intervals, unless otherwise instructed by an official.
- r. The wrong test penalty will be applied if you make an error on a test and pass the wrong side of a cone, or go the wrong way around a cone. You may retrace your steps as long you have not passed the next manoeuvre. Once you have passed two consecutive cones incorrectly you will automatically incur the penalty for not performing a test correctly.
- s. Striking a barrier: +30 seconds per offence
- t. Grass Penalty: 1 wheel on grass +30 seconds (2nd offence test maximum); 4 wheels test maximum
- u. Arrival before due time at any Main Control (MC): +2minutes per minute early

Any competitor found to be practicing in the car park, paddock or track roadways (wheel spinning or attempting handbrake turns, etc.) will not be allowed to start the event and will be reported to the MSA.

19 SERVICING

Servicing will not be permitted at any time during the event, except by crews working on their own vehicle. Crews may borrow tools from the owner or fellow competitors. The penalty for infringement is disqualification.

All trailers and towing vehicles will be kept in a designated quarantine area for the duration of the event, competitors who enter the quarantine area during the event will be deemed to have withdrawn from the event.

All competing vehicle will be parked in the designated holding area between test turnarounds; these areas will be deemed Control Areas.

20 DAMAGE

Competitors will be required to sign a declaration form at the finish, or on retirement, stating that they have or have not been involved in any incident that may have caused damage to person's property, or alternatively giving details of such an incident.

This information shall not be subject to any penalty other than no competitor shall qualify as a finisher without signing the declaration. The details will be required post-rally P.R work.

Competitors who retire shall be required to submit the form to the Secretary of the Meeting giving location and reasons for retirement, R15.1.2 + R15.1.4

Any Competitor who fails to comply with this requirement within 72 hours of the rally finish shall be reported to the WAMC, ANWCC and MSA UK for further disciplinary action.

The same applies should a Competitor withhold or provide false information; such a Competitor will be excluded retrospectively from the results and forfeit any results and or points gained.

Competitors will be expected to contribute towards any cost or claims incurred with respect to damaged caused to any public or private property and will have to pay the excess on any insurance claim.

It is a condition of signing the entry form and the MSA UK Signing-On forms at the start that Competitors accept this clause.

21 RESULTS

Provisional Results will be published as soon as possible following the end of the event.

Protests must be in accordance with the MSA regulations H35.1.6 accompanied by the appropriate fee.

Results will become final 30 minutes after being announced provisional at the finish venue.

A copy of the final results will be emailed to the nominated person within 14 days and will be available on the Club and ANWCC websites within 24 hrs.

Assessment of performance will be by the amount of time penalties.

Ties will be judged in the favour of furthest cleanest. (Fastest crew from test 1 onwards). If still unresolved engine capacity (smaller CC wins) will be the decider.

All results queries must be given to the Competitor Liaison Officer.

No competitor is allowed access to the result room.

22 FINISHERS

R15.1 To be classified as a finisher competitors must report to and receive a valid signature at the following:

all Main Controls;
all Noise Checks;
Damage Control;

all within their Maximum permitted lateness and in the vehicle in which they started the event.

23 AWARDS

Awards will be presented at the finish venue once results are declared final. The named trophies and cups remain the property of Caernarvonshire & Anglesey Motor Club Limited and must be returned within one year, or upon request, whichever is earlier.

1st Overall . A trophy and awards to driver and navigator.

1st in each class. Awards to driver and navigator.

2nd in each class. Awards to driver and navigator

(subject to a minimum of eight entries in the class).
3rd in each class. Awards to driver and navigator
(subject to a minimum of 12 entries in the class).
Best 1400 c.c. award. Awards to driver and navigator of the highest placed
car of up to and including 1400 c.c. capacity.

Best Present Car Award presented by BeeSpeed Valeting

Should there be less than five entries received in any class, the organisers reserve the right to amalgamate that class with the next appropriate class (see section 7 above).

Overall and class award winners are not eligible for the Best 1400 cc and Best Mixed Crew awards.

The list of awards may be amended in the Final Instructions, if appropriate.

24 MARSHALS

NO MARSHAL, NO START.

Due to the format of the event a large number of experienced marshals will be required. Marshals are advised to wear hi-visibility clothing while carrying out their duties and be prepared for all weather conditions.

If your marshal is not in place when the Chief Marshal runs through the tests, then you will be disqualified from the result. It is YOUR responsibility that a marshal signs-on on your behalf and carries out their marshal duties.

25 MISCELLANEOUS

All cars **MUST** be run on 'Pump Fuel' as defined in Section B (Nomenclature and Definitions) of the 2018 MSA UK Yearbook and J5.13

There will be opportunities to purchase fuel at the circuit.

Prohibited Equipment: Competitors are reminded of 2018 MSA UK Yearbook regulations prohibiting intercoms and radio devices (R.7.2.3) and in-car cameras (R.7.2.9).

26 FINAL INSTRUCTIONS

Final Instructions will be sent by email in the week prior to the event, to the person nominated on the entry form at the time of entry. Please ensure you provide at least a correct email address.

27 DATA PROTECTION

In relation to your entry to our event, we collect and hold certain personal 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 Caernarvonshire & Anglesey Motor Club Ltd 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 MSA regulations. We might use your information to send you marketing messages by email about forthcoming events, but not if you have indicated on the entry form that you do not wish us to do this

The Club will be the data controller for the purpose of the GDPR and the Data Protection Act 2018. Our contact for privacy and data matters will be the Company Secretary, 92 Lôn Hedydd, Llanfairpwllgwyngyll, LL61 5JY. The privacy policy statement for Caernarvonshire & Anglesey Motor Club is published on the club website at www.camconline.co.uk.

In submitting the entry form for this event you are confirming your 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.

When completing the online entry form you are asked to indicate if you are happy for us to contact you about future events and, also, to pass on your email address to the event photographer.

28 PHOTOGRAPHS

Duncan Littler – Speedsports Photography (Wales) has been invited to attend the event.



CYNHYRCHION LLECHI CYMREIG
AT UNRHYW ACHLYSUR

— *Gŵn Cynnwys* —

ANRHEGION • TLYSAU • MATIAU DIOD
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