



2023 winners Andy Pullan/Ryan Pickering

photo: Dave Leadbetter

Regulations



Matlock Motor Club



a HRCR Clubmans Championship round



REGIONAL CHAMPIONSHIPS
www.anwcc.co.uk
FOR MOTOR CLUB COMPETITORS
an ANWCC Championship round



Foreword

This year's Dansport Historic starts and finishes at "the Peak Edge" Stone Edge, Nr Chesterfield. The Rally's format continues as before with 3 Regularities run in the dark on Saturday evening using many of Derbyshire's "classic" roads. With the evening competition over crews can recount their tales of triumph or woe at the Great British Car Journey Museum whilst tucking into pie, chips and peas! Competitors will then depart to their chosen Hotel, the Casa Hotel in Chesterfield are offering a rally "deal" for bed and breakfast, £130/single and £140/double for the Saturday night, while other venues in the area include the Ibis and Premier Inn. For anyone wishing to take up the Casa "deal" please contact Kirsty Boulden on 01246245999, [Kirsty Boulden@casahotels.co.uk](mailto:Kirsty.Boulden@casahotels.co.uk) there are 40 rooms single and double available till the end of August when any not taken up, will go back on general release.

Sunday's restart will be from the Casa Hotel and the day includes 8 Tests and a further 6 Regularities making the total route approx 175 miles, all on maps 118 and 119. Morning coffee will be provided in the beautiful village of Tissington (don't worry we won't be using Tissington ford) and a light lunch at the Duke of York, Pomeroy. Following the final Test at Walton competitors return to the Peak Edge for a full meal accompanied by our awards presentation to allow crews the opportunity to leave early.

Navigation will be presented without trickery in accordance with HRCR navigational guidelines, allowing novices to test their ability against the country's top crews. New for this year we are running a Club Class for crews with an RS licences. Graham Raeburn will be running a Navigational Training Day prior to and covering many aspects of our event, see details later in these regulations.

The route will contain metalled and unmetalled surfaces and the more enthusiastic drivers may need a sump guard, however we have only selected the smoother whites in our area. The Rally is pre-plot, with some Regularities allowing more time to achieve this than others.

The event will count towards the HRCR Clubmans and the ANWCC Championships. The entry is limited to 60 cars with 10 reserves as this number assists with our PR work, we expect the reserves to get a run as there are always some crews that have to drop out.

Matlock Motor Club are again indebted to our sponsors Dansport Engineering for their continued and much appreciated sponsorship of the event.

Entries open at midday on Monday the 19th August from the Club website: www.matlockmotorclub.co.uk



Rally Navigation
Training Services

**Historic Rally Navigation
Training Workshop**

£90 per Person or £110 per Crew

Map Reading & Plotting
Navigating in the Dark
Mastering Time Control / Off Road
Regularities
On road practice included
Sunday 22nd September 09:30 - 16:00
www.rallynav.co.uk motorsport uk
Comberbach, Cheshire

COACHING



Graham Raeburn's Navigational Training

covering many aspects which you
may encounter on the Dansport

BRANTZ

Rallymeters

Brantz are the Original Manufacturers of Digital Tripmeters and Retrotrips, over 40yrs of British Design and Manufacturing, on hand to support rally enthusiasts the world over.

The 'Brantz Internationals' iconic design aims to stand out with clear model identification to breeze through scrutineering. So easy to use, with simple intuitive operations and no complex menu systems, these tripmeters are dependable even in the toughest terrains and conditions. Lightweight yet ruggedly robust they are constantly evolving; all the while remaining reassuringly familiar and have unequivocally stood the test of time.

The 'Brantz Retrotrip', with its tamperproof electro-mechanical counters, has inspired the design of historic tripmeters everywhere and continues to support historic rallies with strict conditions, or the perfect period piece for vintage vehicles.

Brantz Tripmeters and Retrotrips are the tripmeter of choice for many across the five world and the vast array of accessories available allows for an extremely customisable vehicle set up. Further to this all our tripmeters and Retrotrips work with the same sensors for interchangeability from Mechanical fitting through to GNSS (Global Navigation Satellite System).

Supported by a dedicated team, providing second to none customer service and technical support.

Brantz Rallymeters - keeping you on the right track, at the right time. sales@brantz.co.uk 01625 669366

Supplementary Regulations

1. Matlock Motor Club will organize a Historic Road Rally on Saturday/Sunday 19/20th Oct 2024 together with a Club class Rally which will be open to RS licence holders
2. The meeting will be governed by the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), by there Supplementary Regulations and by any written instruction that the organizing Club may issue for the event
3. Dansport Historic Rally Permit Number: TBA
Dansport Clubman Rally Permit Number: TBA
4. The event is open to all fully elected members of: Matlock MC, HRCR and Clubs in the EMAMC, ANEMMC, ANWCC and ANCC
5. All crews on the Dansport Historic must have a valid MUK Competition licence (Interclub or above) and a Club membership Card available for inspection at the Start
Crews on the Dansport Clubman must have a valid MUK RS Clubman licence this can be obtained free of charge from Motorsport UK's website together with a Club membership Card available for inspection at the Start. Matlock MC membership available at £8/adult from the website
6. The event schedule will be fully explained in the finals, however basic timings are;
 - Saturday: Noise Test from 15.00 to 16.30, any competitor not noise tested by 16.30 may be replaced by a reserve
Srutineering from 15.30
Insurance either your own, self certified or REIS for this event which must be pre booked
Signing on electronically via your entry form
First car will leave MTC1 Peak Edge Hotel at 18.31
Final car will finish the evening section at 21.30
 - Sunday: Car 1 will leave MTC2 Casa Hotel at 8.31 and finish at the Peak Edge Hotel at approx. 15.15

7. Public roads will be used on the route at an average speed of 30 mph or less, on Maps 118 and 119 (latest editions). Regularity and Special Test sections will be timed to the second. All special Tests will be on private land with the landowner's permission

8. **The Dansport Historic** will have 15 classes:

Cat 1 - cars of a spec valid before 1st Jan 1968 Cat 2 -

cars of a spec valid before 1st Jan 1975 Cat 3 - cars of

a spec valid before 1st Jan 1982 Cat 4 - cars of a spec

valid before 1st Jan 1986

Cat 4B - cars of a spec valid before 1st Jan 1991

Note: exceptions all pre-1968 Porsche 911's are in Category 2

Classifications of crew are defined as:

Master, a crew where any member has had four or more finishes in the top 10 places overall of an Interclub, HERO red and black event or higher status rally in the last 4 years

Expert, a crew which does not meet the qualifying requirements for Master or Novice

Novice, a crew in which no member has had four or more finishes in the top 25 places overall of an Interclub, HERO red and black event or higher status rally in the last 4 years

Category 2, 3 and 4 vehicles which do not comply fully with Technical Regulations R18.2 may be considered for acceptance subject to the organisers being granted specific vehicle waivers R19.5 by MUK. If you need a waiver request this on your entry form.

The Dansport Clubman which will not receive HRCR Championship points will have 2 classes

Class 1 - cars of a spec valid before 1st Jan 1982

Class 2 - all others

9. Technical Regulations: Competitors will be required to carry their vehicle registration document (V5) as proof of period authenticity and vehicles must be taxed and insured for the public highway. All vehicles must comply with MUK technical regulations in particular with J5 and R19.1

10. Entries: the entry list opens at 12.00 midday on Monday 19th August and closes at noon on Wednesday 2nd October. The entry is limited to 60 cars and 10 reserves, the entry fee is £215, all entries must be made on the official entry form. Matlock Motor Club will make a donation from each entry to our local Air Ambulance and the Club will also ensure through a donation that our event is carbon neutral

Once an entry has been checked, you will get a formal acknowledgement email notifying you of your interim receipt number

Please note that your entry is not accepted until the entry form has been fully completed and we have received your entry fee

Online entries: www.matlockmotorclub.co.uk or <https://www.rallies.info/webentry/home> follow the instructions for completion of the form, entry fees must be paid by BACS or Cheque to Matlock Motor Club

Entries Secretary: Guy Robinson 07836287920 dansporthistoricentries2024@gmail.com

11. The maximum entry for the event is 60 and the minimum 30. The minimum for each Class is 5, should any of the above minimum figures not be reached, the organisers reserve the right either to cancel the event or to amalgamate Classes as necessary. The first 60 entries will be taken in order of receipt and will be acknowledged by email as accepted. Thereafter entries will be placed on the reserve list, it is our intention to limit the reserve list to 10 crews, we believe this will ensure a full entry

Entry fees will be refunded in full if written notice of withdrawal of entry is received before the closing date, thereafter refunds will be at the discretion of the organisers and carry an administration fee

For convenience bank details for Matlock MC are:-

Sort Code: 60 40 09

AccNo: 80145590

Acc Name: MMC Ltd

Reference: entry acceptance number and drivers name

12. Other officials:
Clerk of the Course - Martin Phaff martin@vulcanplus.com 07957348290
Deputy Clerks of the Course - Gary Evans
Secretary of the Event - Guy Robinson 07836287920
Entries Secretary - Guy Robinson 07836287920
Chief Scrutineer - David Walters
Environmental Scrutineer - Les Twigg
Safety Officer - Richard Cheetham
Chief Time Keeper - Steve Harris
Chief Marshal - Stuart Baird 07791898929—matlock_mc_marshalling@outlook.com
Special Tests Chief Marshals - Richard Hunter and Richard Cheetham
Results - Tony Michael MTC1
Stewards - John Haslam, Steve Pashley and Dave Quinney
DSO - Martin Betts, Paul Davenport and James Vincent
Competitor Liaison Officer - John Vincent
Child Protection Officer - Kelvin Phipps 07967602509
Photographer- Andy Manston

All offers to marshal on the Dansport will be happily received by the Chief Marshal.

13. Awards will be presented to:
- First Overall - the Dansport Trophy and awards to Driver + Navigator
 - Second Overall - awards to Driver + Navigator
 - Third Overall - awards to Driver + Navigator
 - First Expert - the Brad Piercey Trophy and awards to Driver + Navigator
 - First Novice - the Wheeldon Trophy and awards to Driver + Navigator
 - First Clubman - awards to Driver + Navigator
 - First in each Class - awards to driver + navigator
 - First Matlock crew - the Chrissie Stone Memorial trophy

Additional awards may be presented, no competitor may win more than one award other than First Matlock crew

All Trophies remain the property of Matlock Motor Club

To qualify as a Matlock crew you must be a paid up club member by 1st August

14. Provisional results will be published on mtc1.uk/results as soon as possible following the end of the event in accordance with D26.1. Any protests must be lodged in accordance with C(5)
15. Crews will be supplied at documentation with Time Cards and a Road Book which will contain the master schedule, details of all special Tests and some route information. Further route instructions will be supplied on route. Crews will be required to make up all lateness at MTC3 and MTC4. Competitors will be identified by a rally plate displayed on the front of the car and numbers displayed on or just below both rear windows. It is the competitors responsibility to ensure that these numbers remain clear throughout the event

The starting order will be determined by the organisers

16. Marking and Penalties will be by the "Time" system as printed in MUK General Regulations R13 Appendix 1, Chart 13 amends as follows:

Road penalties:

not reporting or reporting OTL at an IRTC	4:00 min
wrong approach or visiting twice an IRTC	4:00 min 2:30
not reporting at a Passage or Secret Check	min 1:00 min
stopping within sight of an IRTC	1:00 min
maximum penalty at an IRTC	

Special Test penalties:

making a false start	30secs 01
every second taken over bogey time	sec 10secs
striking a bollard or crossing a barrier	10secs
failure to stop astride, non compliance	test target time
wrong test or failure to record a code board	

All other General Regulations of MUK apply as written, to be classified as a finisher R15.1 + R15.1.1. R11.1 Controls open 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car, any lateness can be made up at Main Time Controls.

Ties will be resolved as R15.2.2.

17. Competitors must not carry any form of intercom, unless by medical exemption (i.e. any method of voice amplification) or any radio transmitting device. Exceptionally, mobile phones may be carried for emergency use, but they must be switched off at all times during the event. The use of mobile phones to access mapping or Google Earth information will see a penalty of 15 minutes applied. Any device spotted in use by a competitor from the point they sign on and receive their Road Book, looking or searching mapping or satellite imagery, will also see this penalty applied

18. Timing and Controls: the event will be divided into Transport Sections, Regularity Sections and Special Tests. The schedule time for Car 0 at each Regularity Start and Main Control is given in the Road Book, by adding their competition number in minutes, each crew can determine their own schedule time and if late, can calculate their due time at the next Control by adding to their scheduled time the number of minutes late at the previous Control. It is the competitor's responsibility to ensure that times are correctly recorded on the Time Cards and those Time Cards are handed in when and where instructed

Main Time Controls (MTC) are sited at the Starts, Coffee, Lunch and Finish Controls, cars must start MTC1, MTC2, MTC3(out) and MTC4(out) at their due times as no penalty free lateness exists at these Controls

The following Controls carry no penalty for late arrival, except towards total lateness, these are: RS Regularity Starts, EOR End of Regularities and MTC5 other than OTL. RS Regularity Starts maybe Self Start where the competitor must complete the time on the Timecard in ink and then show this time to the Marshal at the next control for signature

Timing on special Tests, at Test Starts (TSTC) each crew is given a start time in hours, minutes and seconds, normally this will be the next whole minute. However, where a Test is used twice this can be on 30 seconds or an agreed time. Once agreed on the Marshals Check Sheet and Competitors Timecard the Marshal assumes the crew are ready to start the test and count the crew down to the written start time. At the Special Test Finish (TFTC) the competitors' time will be recorded in hours, minutes and seconds in the usual way

18. cont...

All special Tests have a bogey time set at 30mph or less and a target time varying from test to test

Penalties are as follows:

under bogey	bogey time
over bogey time + under target time	actual time
over target time	maximum time

Timing on Regularity Sections (IRTC): these controls are located within Regularity Sections to establish the time taken to complete each part of the Regularity, the location of these controls will be secret. At IRTC's the times will be recorded in hours, minutes and seconds as the car stops astride the control line/marshal these will be preceded by a RED control board

Remember no stopping within sight of the control except for road safety reasons.

The start time for the first portion of the regularity is the given at the RS regularity start control, the start time for each subsequent portion of the regularity section is the finish time for the preceding control.

Passage Controls (PC) or Secret Checks (SC) may be established at points on Regularity Sections to verify adherence to the route. These may be manned or consist of code boards, which must be recorded in the appropriate part of the Timecard and shown to the Marshal at the next IRTC. Code Boards will be placed immediately behind the YELLOW stamp control board and will be facing the direction of travel

All information written on your Timecards must be in INK

19. Insurance; the Organisers have obtained REIS Motorsport Insurance for a Blanket Cover Note under their Company scheme. This will provide competitors who need to use the scheme with Third Party Cover necessary to meet RTA requirements on the Road Sections of the event. The basic rate for the event before any loadings will be £29.00. All participants wishing to use the Scheme must be able to comply with all points of the REIS Motorsport Insurance Declaration;-

I do not have the Third Party Road Section extension on my current policy
I am aged 20 or over
I have no more than one fault claim in the last three years
I have no more than 6 conviction points of my UK driving licence
I have the appropriate competition/club membership licence as well as a UK/EU driving licence
I have no physical or mental disabilities
I have no material facts to disclose

Anyone aged less than 20 years old will be accepted at the same price should their navigator be over 25 and hold a full licence

If you comply with all the points above, no Letter of Acceptance will be required. If you are unable to comply with any of the above points you will be required to complete the Declaration Form (forms can be obtained by contacting the event secretary or REIS Motorsport Insurance) which should be forwarded either to the organisers or direct to REIS Motorsport Insurance prior to the event to allow sufficient time for a letter of acceptance to be issued.

REIS Motorsport Insurance
Wheatcroft Business Park,
Unit 4 Landmere Ln, Nottingham NG12 4DG
e: info@reis.co.uk tel: 01159651020

20. Judges of Fact will be appointed by the Organisers and will include all marshals, Driving Standards Observers will be appointed in accordance with R8.3 to R8.5.

ACKNOWLEDGEMENTS

Dansport Rally Sport Engineers	The Motorsport UK Authorisation Dept
The Peak Edge and Casa Hotels	The Derbyshire and Peak District RLOs
Mr + Mrs Steve Perez	Local Police Authorities
Mathew Atkinson @rallies.info	Farmers, residents and landowners en route
Tony Michael@mtc1, results	All Marshalls and Officials
Andy Manston M+H Photography	

Quotes from previous years competitors:-

"entry list alone shows the respect competitors have for the events" Niall Frost

"even better than last year, night section very testing and enjoyable" Brian Goff

"baptism of fire for Greg his first ever event, but we really enjoyed it" Steve Sly

"marshalling was spot on all night all day, excellent route instruction" Tim Cork

"well organised, great roads, lots of marshals, everyone enjoyed it" Phil Cheek

"absolutely brilliant, fantastic day: what a route" Leigh Powley

"it's been a fantastic event, the night section was mega!" Paul Crosby

"a really tough but enjoyable event with nice tests" Dan Willan

"brilliant event, but tough! evening section was great" Graeme Cornthwaite

"loved the format having a night section" Hugh Garnish

"loved the format, love rallying in Derbyshire" Ian Mitchell

We hope you enjoy your weekend's Motor Sport