



2024 Winners Dan and Nick Darkin

photo: M&H Photography

Regulations



Matlock Motor Club



The Club That Goes Historic Rallying

a HRCR Clubmans Championship round



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



Foreword

Welcome to the Dansport Historic Rally. May I, on behalf of Matlock Motor Club, extend my thanks to Martin Phaff for establishing this event and earning its current reputation over the past 4 runnings.

With this years event we aim to stick with tradition and are keeping the outline that Martin has established so you can expect more of the same, with a few tweaks here and there that hopefully adds to your enjoyment of the event.

The date change from October to February helps us with some different tests, which were previously inaccessible to us in October. To add to the challenge, the weather will no doubt play its part in contributing to the slippery conditions—you have been warned!

This year, the Dansport Historic Rally will start at the Casa Hotel in Chesterfield on both days, enabling us to extend a warm Derbyshire welcome and allow space inside for plotting and socialising.

The popular format for the evening section remains and we aim to provide tests and regularities in the dark for a couple of hours to get us started. Based on previous competitor feedback this will be short and sharp, followed by the now traditional pie and pea supper with time to recount your tales of triumph or woe before returning to your chosen accommodation.

Casa Hotel in Chesterfield are offering a rally special deal for bed and breakfast in a deluxe super king room, £135/single and £145/double for the Saturday night — Quote “2602MATLOC” when booking. Rooms will be released for general resale on 21st Jan.

Contact 01246 245 999 or reservations@casahotels.co.uk

Sunday’s restart will again be from the Casa Hotel and the day includes tests and regularities making the total route approx 175 miles, all on OS Map 119.

The finish venue as in previous years will be at the Peak Edge Hotel, Stanedge, Chesterfield at around 4pm, for a two-course carvery accompanied by our awards presentation.

Navigation will be presented in accordance with HRCR navigational guidelines, allowing novices to test their ability against the country’s top crews.

New for this year is the Beginners class (Free RS Licence) , allowing crews to make the step up from a Tour event. All crews will receive the same roadbook, containing test diagrams, some pre-plot handouts and tulips/distances to move you between the sections but in addition, Beginners will receive an A4 printout “marked-map” of each regularity that they will be required to follow or transfer to their own map. Since you will also have all of the plotting instructions, after the event you can learn what is required to step up to the full event, just at home on the kitchen table without pressure!

The route will contain metalled and unmetalled surfaces and the more enthusiastic drivers may need a sump guard, however, based on previous feedback we have only selected the smoother whites in the Peak District.

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.

Supplementary Regulations

1. Matlock Motor Club will organise a Historic Road Rally on Saturday and Sunday 21st/22nd Feb 2026 together with a Clubmans 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 their Supplementary Regulations and by any written instruction that the organizing Club may issue for the event.
3. Dansport Historic Rally Permit Number: TBA
Dansport Clubmans 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 Rally 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 Clubmans Rally 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 is also available at £8/adult from the website.
6. The event schedule will be fully explained in the final instructions, however proposed timings are as follows:
 - Saturday: Noise and Scrutineering from 15.00 to 16.30, any competitor not passed by 16.30 may be replaced by a reserve
 - Signing on electronically via your entry form
 - First car will leave MTC1 Casa Hotel (OS map 119, 385/728) at 18.00
 - Final car will finish the evening section at 21.00
 - Sunday: Car 1 will leave MTC2 Casa Hotel (OS map 119, 385/728) at 8.31
 - Finish at the Peak Edge Hotel (OS map 119, 337/671) at approx. 16:00

7. Public roads will be used on the route at an average speed not exceeding 30 mph, on OS Map 119 (Aug 2019 is the current edition). 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. Class structure:

The organisers will combine or split classes based on the entries received. This may be based on the car or crew in order to achieve the best balance of overall performance and give competitors a good class battle on the event.

Car Classification:

- 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

Category 2, 3 and 4 vehicles which do not comply fully with Technical Regulations NCR 13.15.3 may be considered for acceptance subject to the organisers being granted specific vehicle waivers NCR 13.15.11.3 by Motorsport UK. If you need a waiver request this on your entry form.

Crew Classification:

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

The Dansport Clubmans Rally for **beginners** which will consist of a single class.

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 NCR Chapter 7 and NCR 13.15.8.

10. Entries: the entry list opens at 12.00 noon on Thursday 27th November and closes at noon on Wednesday 4th February.

The entry is limited to 60 cars and 10 reserves, the entry fee is £225, 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 e-mail 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 electronic transfer.

For convenience bank details for Matlock MC are:-

Sort Code: 60 40 09

Acc No: 80145590

Acc Name: MMC Ltd

Reference: entry acceptance number and drivers surname

Entries Secretary: Guy Robinson 07836287920 dansportentries@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 entries closing date, thereafter refunds will be at the discretion of the organisers and carry an administration fee of £25.

12. Other officials:

Clerk of the Course	Kelvin Phipps	07967 602 509
Kelvin.Phipps@Talk21.com		

Secretary of the Event	Guy Robinson	07836 287 920
Entries Secretary	Guy Robinson	07836 287 920
Chief Scrutineer	David Walters	
Environmental Scrutineer	Les Twigg	
Chief Time Keeper	Steve Harris	

Chief Marshals	Stuart Baird	07791 898 929
	Sasha Heriot	
	Charlie Wheeldon	

matlock_mc_marshalling@outlook.com

Results – RallyRoots	Ian and Siân Mills	
Stewards	Steve Pashley and Rich Hunter	
DSO	Martin Betts and Paul Davenport	
Competitor Liaison Officer	John Vincent	07946 607 180
Child Protection Officer	Kelvin Phipps	07967 602 509
Photographer	Andy Manston	

All offers to marshal on the Dansport Historic 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 31st January.

14. Provisional results will be published on RallyRoots.com as soon as possible following the end the event in accordance with NCR 3.6.1. Any protests must be lodged in accordance with NCR 2.9.
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. 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 Motorsport UK NCR 13.7a.1 amends as follows:

Road penalties:

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

Test penalties:

making a false start	30 secs
every second taken over bogey time	1 sec
striking a bollard or crossing a barrier	10 secs
failure to stop astride, non compliance	10 secs
failure to record a test code board	30 secs
wrong test	test maximum time

All 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

All other General Regulations of MUK apply as written:

To be classified as a finisher NCR 20.7.3 (2/3rds of controls)

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 should be made up at Main Time Controls.

Ties will be resolved as NCR 20.7.4 (Furthest Cleanest)

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.

Spot checks may be implemented during the event to confirm compliance.

18. Timing and Controls: the event will be divided into Transport Sections, Regularity Sections and 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, crews must exit all MTC controls (MTC1, MTC2, MTC3 and MTC4) at their due time. No penalty free lateness exists at these Controls. The exception is the final control of the event (MTC5) which is an in control only and carries no penalty for late arrival except towards total lateness (**OTL**).

The following Controls carry no penalty for late arrival, except towards OTL, these are: Regularity Starts (**RS**), Regularity Finish (**RF**) and MTC5 (Finish Control).

Regularity Starts may be 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 Tests: Test Starts 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 Test Finish the competitors' time will be recorded in hours, minutes and seconds.

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.

The start time for the first portion of the regularity is the given at the 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 validated by the Marshal at the next manned control.

All information written on your Timecards must be in INK

19. Insurance; Broker Reference MATL002R41

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
- does 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

Competitors not meeting the eligibility criteria must obtain a 'Letter of Acceptance' prior to the event and present evidence of such during the signing-on process. This may be obtained by contacting info@KingfisherMotorsport.com and providing the following information:

- Drivers full name and date of birth
- Date they passed their driving test
- Details of any motoring convictions and/or claims

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 Kingfisher Motorsport Insurance and underwritten by First Underwriting Limited. The basic rate per driver for the Insured event, will be: **£65.00**

Kingfisher Motorsport is a trading name of Kingfisher Insurance Services Limited, registered in England No 01469545. Kingfisher Insurance Services Limited is authorized and regulated by the Financial Conduct Authority (FCA) No 310218. Registered office: First Floor 2 Parklands, Parklands Business Park, Rubery, United Kingdom, B45 9PZ.

20. Judges of Fact will be appointed by the Organisers and will include all marshals, Driving Standards Observers will be appointed in accordance with NCR 13.2.3.7 + 13.2.3.8 (Driving in a manner likely to bring motorsport into disrepute)

ACKNOWLEDGEMENTS

Dansport Rally Sport Engineers
The Peak Edge and Casa Hotels
Mr and Mrs Steve Perez and family
Mathew Atkinson @ rallies.info
Ian and Siân Mills @ RallyRoots
Andy Manston M+H Photography

Motorsport UK Authorisation Dept
Derbyshire and Staffordshire RLOs
Local Police Authorities
Farmers, residents and landowners en route
All Marshals and Officials

We hope you enjoy your weekend of Historic Rallying