



OLD FORGE GARAGE
GREMLIN HISTORIC RALLY
& Clubmans Rally
Saturday August 15th 2026

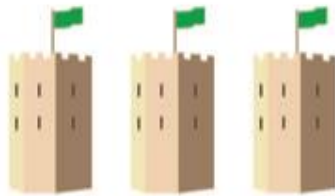




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INTRODUCTION



Welcome to the fifth running of the Old Forge Garage Gremlin Historic Rally, we aim to provide a no nonsense event with a lot of traffic free roads thanks to the use of the wonderful private roads of the Epynt ranges.

Brian and Tim Dennis of Old Forge Garage are once again generously sponsoring the rally, a relationship that started way back in the mid 1970s and has endured to this day.

We plan to run approximately 140 miles of regularity and 11 special tests which will be largely different to last year as we seek to offer variety. These will comprise of gravel and tar and some grass. This year the rally will start on the Saturday morning with a special test and some regularity planned to ease you into the event! The route will be a test of crew and car so a sump guard is recommended. The event is a round of the 2026 HRCR Clubman's Historic Road Rally Championship and as such it is expected that demand for entries will be high. It is a busy weekend in the locality and accommodation will be at a premium, it would be wise to book early. There will also be a Clubman's rally run alongside the main event covering the same route but entirely on a tulip road book and this will be a part of the HRCR beginners Challenge. The event will start with scrutiny and documentation in Talgarth on Friday evening and will start in Brecon the following morning. The event will finish at the award winning Old Railway Line Garden Centre in Three Cocks where a meal will be served.

The trailer park will be just across the road from the garden centre. We look forward to seeing you on the day and plan to supply you with a good fun but challenging day.

Previous winners

1964 Tony Gibbs - Keith Eustace
1965 Jeff Chambers - Derek Tucker
1966 David Evans - Howell Thomas
1967 - No Event - Foot and Mouth
1968 Colin Malkin - John Brown - Hillman Imp
1969 John Bloxham - Don Barrow - Ford Escort TC
1970 Frank Pierson - Colin Francis - Ford Escort TC
1971 Will Sparrow - Nigel Raeburn - Mini GT
1972 Bob Jeffs - Neil Wilson - Ford Escort RS1600
1973 Malcolm Patrick - Neil Wilson - Porsche Carrera RS
1974 No event - Oil crisis
1975
1976 Brian Dennis - Gus Jones - Mini Cooper S
1977 Kevin Videan - Jim Bowie - Porsche Carrera RS
1978 Bill Gwynne - Terry Thorp - Ford Escort RS2000
1979 Mick Briant - Dave Kirkham - Ford Escort RS2000
1980 Neil Jones - Peter Watts - Triumph TR7V8
1981 Ron Beecroft - John Millington - Talbot Sunbeam
1982 Mike Hutchinson - Nigel Harris - Ford Escort RS
1983 Theo Bengry - Paul Watkins - Opel Ascona 400
1984 Kevin King - Andrew Sleeman - Ford Escort RS2000
1985 Brian Price - Ryland James - Opel Manta
1986 Bob Hemmings - Peter Watts - Ford Escort RS2000
1987 Mike Evans - Howard Davies - Ford Escort RS2000
1988 Brian Price - Peter Carter - Ford Escort RS2000
1989 - 1997 No Event
1998 Neil Griffiths - Carl Williamson - Ford Escort
1999 Bob Gibbons Mark Appleton - Ford Cortina
2000 Toby Adam - Pat Gadsby - Ford Escort

2001 - No Event - Foot and Mouth

2002 Gerwyn Jones - Ceri Davies - Ford Escort RS2000

2003 Gerwyn Jones - Ceri Davies - Ford Escort RS2000

2004 Mark James - Anthony Davies - Ford Sierra 4x4 - The icy one!

2005 John Davies - Neil Bevan - Vauxhall Astra

2006 Chris Jenkins - Tony Brooks - Austin Mini - The snowy one!

2007 Glyn Price - Iwan Jones - Ford Escort

2008 Peter Collins - Llinos Jones - Vauxhall Astra - First female winner!

2009 Peter Collins - Llinos Jones - Vauxhall Astra

2010 Roger Holder - Peter Barnard - Honda Civic

2011 Daniel Jones - Steve Herbert - Ford Escort

2012 Will Arrowsmith - Ceri Davies - Ford Escort

2013 No Event

2014 Will Arrowsmith - Ceri Davies - Ford Escort

2015 No Event

2016 No Event

2017 Will Arrowsmith - Ceri Davies - Ford Escort

2018 No Event

2019 No Event

2020 No Event

2021 No Event

2022 Dan Willan - Niall Frost - Volvo PV544 - First historic daytime Gremlin

2023 Dan Willan - Niall Frost - Volvo PV544

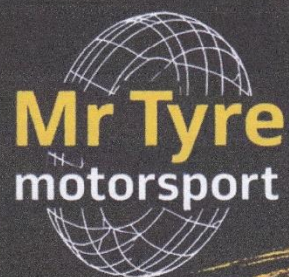
2024 John Haygarth - Andy Pullan - Opel Kadett

2025 Steve Head - Iain Tullie - Ford Escort RS2000

2026 Could it be you?

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1. Announcement

Brecon Motor Club Ltd. will organise and promote the Gremlin Historic Road Rally. An Interclub Status Historic Road Rally held on Saturday August 15th 2026. The Interclub event will be a round of the 2026 HRCR Clubman's Historic Road Rally Championship. There will also be a Clubman's rally which will be a round of the HRCR Clubman Beginner's Championship.

2. Jurisdiction

The rally will be held under the National Competition Rules (NCR's) of Motorsport UK (Incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations and any other instructions that the Organisers may issue.

3. Authorisation

Motorsport UK Permit Numbers

Interclub Historic 207635

Clubman's Historic 207650

Interclub Targa 208367

D.O.E Authorisation TBA

2026 HRCR Clubman's Historic Road Rally Championship no. CH2026/Rally025 (D)

4. Eligibility - Competitors

The Interclub event is open to: All members of the organising club. All fully elected members of a motor club who are members of WAMC. All registered contenders in the 2026 HRCR Historic Clubman's Road Rally Championship. All crew members must produce a valid Motorsport UK Competition Licence (minimum RS Interclub) and Club Membership card at signing on. The event is open to foreign participation.

The Clubman's event is open to members of Brecon Motor Club Ltd. and the following invited clubs: HRCR. All crew members must produce a valid Motorsport UK Competition Licence (RS Clubman's) and Club Membership card at signing on. The event is open to foreign participation.



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5. Eligibility - Cars

All cars must comply with Motorsport UK NCR Ch.13 App.15 Art.8 (13.15.8) (Historic Road Rally Cars). Vehicle noise must not exceed 98dB(A) @ 2/3rd of max rpm at 0.5 metres. There will be noise tests before and during the event. Competitors will be required to present a current MOT certificate (unless exempt), the Vehicle Registration Document (V5) as proof of period authenticity and must have valid road tax. Those requiring waivers in accordance with R19.5.1 must complete the relevant section of the entry form. Competitors are also reminded of the need to carry a small spill kit as per NCR Ch.13 App.15 Art.6 (13.15.6) This is also a stipulation of the MOD for use of their estate. Additionally, in line with WAMC requirements for road rallies, tyres must be E marked.

6. Entries

Entries open on Tuesday 7th July at 8pm and close for seeding on Thursday August 7th at 8 pm and finally on Thursday August 13th. The entry fee is £240. Entry is electronic via www.rallies.info

Payment by Bank Transfer is preferred.

Entries will be accepted in order of receipt, providing payment of the entry fee has been received in full within 72 hours of receipt of entry (this is to allow for the vagaries of the UK banking system). Entries withdrawn in writing before the initial closing date for entries will be entitled to a complete refund less £20 to cover administration costs.

Entries withdrawn after the initial closing date may be refunded at a rate at the organisers discretion depending on a reserve taking the place.

An accepted entry is linked to the driver. Once an entry is accepted the driver cannot be changed without withdrawing and resubmitting the entry. The navigator and/or car can be changed.

The organisers reserve the right to postpone, abandon or cancel the event or any part of the event for any reason. In the event of cancellation or postponement for more than 24 hours the organisers reserve the right to retain a sum not exceeding £20 per entry to cover administration costs. In the event of the rally being cancelled through lack of entries all money will be refunded. NCR Ch.3 App.5 Art.13 (3.5.13) refers.

The Maximum entry is 75 cars and the Minimum is 40. The minimum entries per class are 5. The organisers reserve the right to amalgamate the classes should the minimum class requirement not be met. The organisers reserve the right to cancel the event if less than 40 cars are entered. Initially a maximum of 15 entries into the Clubman's Class will be accepted until the 14th July, thereafter places will be available dependent on availability.

Any entries received after the event is full will be held as Reserves. The organisers reserve the right to refuse an entry without giving a reason.

Entry includes the Sunday's Breakfast Roll, Morning Coffee and Cake, a light Lunch and Meal at the finish. Vegetarian options will be available if requested, please inform the organisers at least a week beforehand of any dietary needs. There will be time to re-fuel just after coffee, just before the lunch halt and later in the event in Builth Wells.

Toilets – there will be toilets available at the start and finish venue and there will be a portable toilet at the start or finish of each special test on Epynt. Facilities will also be available at the mid event halt.

Data Protection Act 2018. Brecon Motor Club Ltd. will hold personal information about all entries and must comply with the Data Protection Act 2018.



7. Classes

M1: Masters in Pre-68 Category 1 cars

M2: Masters in 1968-74 Category 2 cars

M3: Masters in 1975-81 Category 3 cars

M4: Masters in 1982-85 Category 4A cars

M5: Masters in 1986-90 Category 4B cars

E1: Experts in Pre-68 Category 1 cars

E2: Experts in 1968-74 Category 2 cars

E3: Experts in 1975-81 Category 3 cars

E4: Experts in 1982-85 Category 4A cars

E5: Experts in 1986-90 Category 4B cars

N1: Novices in Pre-68 Category 1 cars

N2: Novices in 1968-74 Category 2 cars

N3: Novices in 1975-81 Category 3 cars

N4: Novices in 1982-85 Category 4A cars

N5: Novices in 1986-90 Category 4B car

Targa – Cars up to and including year 2000

CC: Clubman Class

The organisers reserve the right to amalgamate or split classes as appropriate based on the entries received. **Master:** A crew where any member has had four or more finishes in the top 10 places overall of a National B, Interclub or higher status rally in the role in which they have entered, in the last 4 years. **Expert:** A crew which does not qualify as a master, or novice in the role of which they have entered. **Novice:** A crew in which no member has had four or more finishes in the top 25 places overall of a National B, Interclub or higher status rally in the role in which they have entered, in the last 4 years

8. Programme

Noise and Scrutineering will take place from 17:00 to 20:00 on Friday August 14th, followed by Documentation and Roadbook collection. There will be a trailer park within walking distance of the finish venue. Any crew which has not completed their documentation by 30 minutes before their due start time may be excluded. Car 1 will start at approximately 08:30hrs on Saturday morning, exact timings and locations will be advised in the Final Instructions. Cars will start at one minute intervals. Tests may be started at 30 second intervals, or as instructed by the start marshal.

Friday 14th August

17:00 – 20:00: Noise Testing & Scrutineering – Talgarth (exact location TBC)

17:00 – 20:00: Documentation & Roadbook Collection - Gwernyfed Rugby Football Club - Talgarth

Saturday 15th August

08:30 | Event Start – Brecon Cattle Market.

Car 1 departs at approximately 08:30, and cars will start at one-minute intervals.

Scrutineering may be arranged on Saturday morning by appointment only and this will take place at the start venue in Brecon.

Exact locations and timings will be confirmed in the Final Instructions.

9. Start Order

Competitors will be seeded in order of anticipated performance based on the information provided on the Entry Form and from information which may be found elsewhere, for example, rally and championship results.



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10. Route

The Route will be approximately 165 miles in total, including approximately 110 miles of Regularity and 11 Special Tests on private land. The finish will be at The Old Railway Garden Centre with Car 1 due around 16:30. The event uses O.S. Landranger Series 1:50,000 scale maps **147** (revised Sept 2022), **148** (revised July 2022) **160** (revised March 2013, Reprinted Feb 2016) & **161** (revised Feb 2024). The correct route shall be the shortest route by any road or unrestricted byway marked on the map between controls, avoiding all Blackspots, and complying with the route instructions. The organisers' times and mileage will be deemed to be correct. A sump guard is highly recommended. Some of the route takes place on gravel roads and the special tests will consist of tarmac and gravel over varying terrain. E5 petrol will be available in Clyro before the event.

11. Navigation

Navigation will be based on the recommended HRCR styles of navigation. A Roadbook will be provided giving details of the link sections, rest halts, location and diagrams for the Special Tests. Navigation for the Regularity sections will be given out at appropriate times / controls. It is a competitor's responsibility to provide speed tables. Diagrams will be provided for the Special Tests. Competitor's in the Clubman's class will receive tulip diagrams for the entire route except for Special Tests where test diagrams will be provided.

Image by Paul Freeman



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**Good luck for
the Gremlin 2026**

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Gremlin Historic Rally**

12. Car Identification

The organisers will provide one self-adhesive numbered rally plate which must be attached to the front of the car. In addition, two self-adhesive high-visibility numbers will be provided for display on both rear side windows (or wherever suitable).

It is the competitor's responsibility to keep the numbers clean and to remove them when the event is finished or when the competitor retires from the event. Please also try to keep number plates and lights clean whenever using the public road.

13. Awards

1st Overall	An award to driver and navigator
1st in class	An award to driver and navigator
2nd in class (subject to 6 starters)	An award to driver and navigator
1 st Overall Clubman	An award to driver and navigator

The Overall winners are not eligible for class awards.

14. Officials

Clerk of the Course	Jason Murphy	07790 658526
Deputy Clerk of the Course	Martin Leonard	07974 244413
Assistant Clerk of the Course	Russell Joseph	07720 691740
Assistant Clerk of the Course	Gethin Phillips	
Event Secretary	Chris Phillips	07307 877750
Entries Secretary	Darren Brill	07947 374551
Chief Marshal (Regularity)	Kirsty Howells	07817 521828
Chief Marshal (Special Tests)	Lee Turvey	07813 072104
Chief Timekeeper	TBA	
Test Set Up	Austin, Darren & Richard Brill, Jay Perola	
Safeguarding Officer	Gwyneth Tyler-Lyons	
CLO	Ryland James	
Chief Scrutineer	Paul Loveridge	
Noise Test Official	Rob Baldwin	
Club Stewards	John Surridge, Edwyn Evans	
Results	Rallyroots	



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15. Judges of Fact

All officials named in section 14 (except stewards) plus any others named in the Final Instructions, or any that are named on the Sportity app. Which will be the official notice board.

The judges of fact will adjudicate on competitor's observance of, black spots, give way junctions, driving standards, noise, secret checks and illegal servicing. Secret checks will only be positioned at points that have been given as part of the route instructions.

All marshals who have signed on are deemed to be judges of fact for any regulation relevant to the control point and manoeuvres on the Special Tests at which they are officiating.

16. Timing and controls

The rally will be run under Scheduled Time (NCR 13.5.10). Penalties will be applied using Time in accordance with NCR 13.7. The event will be divided into Road Transport Sections, Regularity Sections and Special Tests. The scheduled time for Car 0 at each Main and Time Control will be given

on the Timecard. By adding their competition number in minutes, each crew can determine their own scheduled time. Tests and Regularity Controls will open 15 minutes before the scheduled time of Car 0 and close 30 minutes after the notional scheduled time of the last car. Regularity Start Controls and Special Tests can be visited at any time during which the Control/Test is open. Please arrive at Regularity and Test Starts at your scheduled time, if possible, without driving too fast and without breaking the $\frac{3}{4}$ rule (NCR 13.5.10.18) this will assist with the running of the event.

Liege timing clocks will be used throughout the event, an insight into their use can be found here: [Liege Timers and how to use them – Project OU \(wordpress.com\)](#) A clipboard with a chip will be issued at the start of the event and collected at the final control.

It is the competitor's responsibility to ensure that times are correctly recorded on the Time Cards and that Time Cards are handed in when and where instructed. Once a time has been accepted by a competitor, no further claim of error, etc. will be entertained. Any corrections by a marshal must be made at that control and initialled by the marshal. Should any recorded time not be legible or not appear to be authentic, the organisers may use any means at their disposal to establish a time.

Main Time Controls (MC) are sited at the Start and Finish of each leg of the event and the Lunch Halt Out Control. Competitors must visit within their maximum lateness of 30 minutes in order to be classified as finishers. Cars must start from MC1, MC2 & MC3 at their due time as there is no penalty free lateness at these controls.

Regularity Start Controls (RS). Times are recorded in hours and minutes. There is no penalty for late arrival, except towards total lateness. Some Regularities will be “self-start” and competitors should write their start time on their time card in ink. Competitors should start on the next available whole minute, and 2 cars should not start on the same minute. If a regularity start control is not manned it should be assumed that it is ‘self start’

Intermediate Time Controls (ITC) are located within Regularity Sections to establish the time taken to complete each part of the Regularity Section; the location of these controls will be secret. At ITCs the times will be recorded in hours, minutes and seconds as the car stops at the control marshal (who will be close to the Control Board). The start time for the first portion of the regularity is the time taken at the RS control at the start of the regularity section. The start time for each subsequent portion of the Regularity Section is the finish time for the preceding portion. Each crew will drop their worst late time penalty at a visited ITC which is situated on the public road.

Secret Route Checks (RC) will be placed in some Regularity sections. They will be in the form of a code board and show not more than five black numbers or letters on a contrasting background. (clear to see on either side of the road and facing you) and should be noted in ink on the Time Card. RCs must be signed for at the next manned control.

Passage Controls (PC) will be placed in some Regularity sections these will be manned, and competitors are required to stop and obtain a signature from the marshal, there will be no time recorded at passage controls.

Test Start (TS) each crew is given a start time in hours, minutes, seconds - normally the next whole minute or round 30 seconds. Once it is written on the Time Card, the marshal assumes the crew is ready to start the test and counts the competitors down to the written start time. At Special Test Finish (TF) the competitor's time will be recorded in hours, minutes, seconds. All Special Tests have a Minimum Time set at 30 mph and a Maximum Time set at 15mph. Penalties are as follows: Under

Minimum Time Minimum Time Over Minimum Time and under Maximum Time Actual Time Over
Maximum Time Maximum Time.

Passage Controls (PC) or Code boards (CB) may be used on the Special Tests. these may be manned or consist of code boards, respectively, which must be recorded in the appropriate part of the timecard in ink. These will be checked by the Finish marshals. No times will be recorded. Examples of the code boards will be provided in the Final Instructions



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17. Penalties

Penalties will be as printed in the Motorsport UK NCR Ch.13 App.7 Art.2 (13.7.2) "Time", except as amended below.

a) Not reporting or reporting within OTL at a main time control	Retired
b) Not reporting or reporting OTL at any other time control including Reg Starts, TC and ITC's	5 Minutes
c) Not complying with the route card including visiting a time control more than once, wrong approach and/or departure and not recording a start time on a self start regularity	5 Minutes

d) Not reporting at a passage control or providing proof of visiting a Route Check on a regularity section.	1 Minute
Not reporting at a passage check (or code board) or providing proof of visiting a passage check (or code board) on a Special Test.	1 Minute
e) to g) as per NCR 13.7	
h) Arriving before due time at an Intermediate Time Control	1 second per second up to a maximum of 60 seconds
i) Arriving after due time at an Intermediate Time Control	1 second per second up to a maximum of 60 seconds
k) to q) as per NCR 13.7	
r) Not starting or finishing a special test	5 Minutes
s) Not completing a special test correctly including taking the wrong route.	Special Test Maximum Penalty
t) False start on a special test or failure to stop astride the finish line	20 seconds
u) Every second taken to complete a special test	1 second per second
v) Minimum penalty on special test	Assigned Minimum time
w) Maximum penalty on special test	Assigned Maximum time
x) Striking a cone or failure to stop astride a line (other than the finish line)	10 seconds per offence
y) Wrong side of cone or a series of cones	20 seconds per offence
z) Making no attempt to perform a designated manoeuvre during a special test or short cutting by passing through a gap caused by a tape or barrier having been previously damaged or removed. Reversing at a special test finish. Not stopping in a stop box.	2 minutes
aa) Breach of the technical regulations	Decided by the Clerk of the Course.

18. Results and Queries

Interim results will be posted at various intervals during the event. The interim results are for information only. Any query resulting from the interim results should be made by completing a query form issued at documentation and handed to the Competitor Liaison Officer. Queries should be handed into the CLO or Results Office as soon as possible by competitors.

Provisional results will be posted as soon as possible after the finish of the last car, after this time no query forms will be accepted. Protests will be accepted as per the Motorsport UK NCR's.

19. In the event of an accident

In the event of an accident either on or off the prescribed route, where the vehicle cannot regain the road or has broken down a warning triangle must be placed before the stricken car. Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code Competitors are reminded that any injury incidents must be reported to the Police Authority.

20. Force Majeure or Baulking

The organisers will not accept any claim from competitors concerning either Force Majeure or Baulking. However on the grounds of safety due to an accident or adverse weather conditions, or

any other reason should the normal running of a special test (Test Start to Test Finish only) be stopped or interrupted for any reason whatsoever, after passage of one or more competitors and it proves impossible thereafter for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew that has been affected a discretionary time based on the average penalty set up to the moment of interruption. If the Section is re-started those crews completing the Section after the re start will receive the time taken by them, as will those competitors who completed the Section before the stoppage. ONLY those crews affected by the stoppage may be given a notional time in this instance. However, no crew that is totally or partially responsible for stopping the section may benefit from this measure. If they finish the section they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews. "Normal running" may include (but not exclusively) serious accident, blockage on route, faulty/stopped clocks, instruction by officials to cease competition (partially or completely), emergency reroutes etc. No competitor may re- start the section again, penalties as SR 22 (v) will apply.

21. Official Notice Board

The Official notice board will be hosted electronically on the **Sportity app**. All documents including amendments will be posted electronically. The password is **Gremlin2026**

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22. Insurance

Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself.

The Motorsport UK Master Public Liability policy provides third party cover for activities falling under the Event Permit, but this policy specifically excludes any form of Road Traffic Act liability.

An additional third party “top-up” insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the Permitted Event that take place on the public highway. This policy provides cover to compliment but not replace your own motor insurance.

The acceptance criteria for this scheme are as follows:

Drivers must be aged 19 years or older.

Drivers must be UK residents for over 1 year and have held a Full UK Car Licence for at least 6 months.

Drivers must have not been banned from driving in the last 5 years, and no criminal convictions.

Drivers must have no more than 6 penalty points on their licence and/or no more than 1 fault motor claim in the last 3 years in their history.

Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving.

Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy

- Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)
- Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached
- Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy. If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organiser's an additional fee to cover the Motorsport UK permit surcharge. The cost is £60 if complying with the criteria above.

23. Final Instructions

Final instructions including details of the noise test, scrutineering and start times will be sent to competitors during the week prior to the event by email unless otherwise requested.

24. Official Photographer

The Official Photographer will be Mark Griffin

Acknowledgements:

All Marshals

Chris Phillips – MOD Liaison Officer

Old Forge Garage – Tim & Brian Dennis

DIO Wales & West - Major Andy Butcher MBE, Steve Walton, Johnny Barrie & James Hague (aka Haji)

Landmarc Support Services – Mrs Margaret Tweedy

HERO – ERA for the loan of timing equipment and expertise.

Three Cocks Garden Centre

Talgarth Building Supplies & Gwernyfed Rugby Club



From competitors to marshals to
officials to clubs...everyone has a
role to play in making motorsport
more inclusive



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RACE WITH RESPECT

I pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

motorsportuk.org/racewithrespect

#RaceWithRespect



