

Finch's Targa Rally

Saturday 12th September 2026

SUPPLEMENTARY REGULATIONS

1. Cookstown Motor Club Ltd (hereafter the organisers) will organise a Clubman permit Targa Road Rally on Saturday 12th September 2026 based at Finch's A29 Spar, Cookstown Co Tyrone.
2. The meeting will be held under the General Regulations of Motorsport UK, (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations and any written instructions that the organisers may issue for the event. All references within these Supplementary Regulations refer to Motorsports UK NCR 2026.
3. MOTORSPORT UK permit number ..tbc... has been issued for the event.
4. The event is open to all fully elected members of the organising club, Cookstown Motor Club Ltd. All competitors must provide 2026 proof of membership. Membership for CMC is £10 per calendar year. A minimum of RS Clubmans competition licence is required for both Driver and Co-driver.
5. The event is not a round of any Championship.
6. The programme of the meeting will be:
 - a) Scrutineering starts at 07:30, 12th September 2026 at Finch's A29 Spar, Cookstown, Co Tyrone, BT80 9AE
 - b) Any competitor not signed on by 09:20 may be excluded. This will enable entrants on the Reserve List (if one exists) to be offered the chance to take part.
 - c) Competitors briefing will take place at 09:30.
 - d) First car to start at 10:00 from the Start Time Control at Finch's A29 Spar.
 - e) Cars will leave the start area at the rate of one car per minute.
7. The organisers will supply details of the route for the event. There will be a minimum of 15 tests. Test surfaces will be a mix of concrete, asphalt, tarmac, and gravel. All tests are passable in a road car, but the organisers suggest a sumpguard is always a sensible modification. Maps are not required to complete

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the route. The event will contain navigation sections on the public road timed to an accuracy of 1 minute. Navigation will be of a simple nature, using a road book with tulip diagrams and diagrams of Special Tests.

8. All vehicles must comply with MOTORSPORT UK Specific Regulations for Targa Road Rallies as described in Ch.13 App.11C of the 2026 MSUK National Competition Rule Book.

9. The event will consist of the following classes in accordance with Ch.13 App.3 Art.10.1.C

1. Master and Experts combined, Front-wheel Drive
2. Master and Experts combined, Rear-wheel Drive

This class qualification is: Finishing in the first three overall in a Targa Road Rally in the previous 12 months, or winning any event, except a Navigation Rally, promoted under Motorsport UK or Motorsport Ireland Permit.

3. Semi or Non-Experts, Front-wheel Drive
4. Semi or Non-Experts, Rear-wheel Drive

This class qualification is: All competitors not eligible for Classes 1, 2, 5 or 6

5. Novices, Front-wheel Drive
6. Novices, Rear-wheel Drive

This class qualification is: No class wins in any event promoted under Motorsport UK or Motorsport Ireland Permit.

The onus rests entirely with the competitor to enter the correct class. Any car found to be in the wrong class after the event has started will be excluded from the results.

Every car must have been in series production and on general catalogued sale available from stock through normal retail dealer outlets in the UK or Ireland. In the case of compliance with Ch.13 App.11C the onus is on the entrant to provide suitable documentation (e.g., workshop manual, homologation papers or manufacturers documentation) to verify specification and/or originality and/or equipment.

Every competing car must be capable of being driven to the event, must be currently registered, taxed, insured, and where appropriate be in possession of a valid MOT or NCT certificate, which must be available for production at the event.

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10. Awards will be presented as follows: -

1st Overall (two trophies)

[Note: 1st Overall will forfeit any Class awards.]

1st in Class (two trophies)

2nd in Class (two trophies)

3rd in Class (two trophies)

Additional awards may be presented at the organiser's discretion.

To be classified as a finisher, a crew must attempt all Special Tests and report to the final time control of the event, within their maximum permitted lateness with the car in which they started the event. (Ch.13 App.5 Art.6): In the event of a tie, the competitor who has completed the greater portion of the competition from the Start, including tests (if any), without penalty (or if both incurred penalty at the same point, with the lesser penalty) will be judged the winner.

11. The opportunity to enter the event opens on Rallyscore at 09:00 on Friday 7th August and closes finally on 7th September at 13:00 or before that date if the entry becomes full.

The entry fee is £80.00. (This includes breakfast for both crew members.)

Reis Insurance at the Standard Rate is £45

Cookstown Club Membership for 2026 is £10 each.

All entries must be made on the official entry form on Rallyscore and accompanied by the appropriate fee using the Rallyscore Stripe system.

The organisers reserve the right to refuse any entry. See SR 19.

12. The Secretary of the meeting is: Erin McKenna. erinmckenna1@yahoo.co.uk

13. The maximum entry for the meeting is 70. The minimum is 40. The minimum for any Class is 6. Should any of the minimum figures not be reached the organisers reserve the right to cancel the meeting or amalgamate Classes. Entries will be allocated on a first come first served basis, and acceptance of entries will be at

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the discretion on the organisers. Entry fee may be refunded, less administration fee at the discretion of the organisers, to any entrant who notifies the organisers in writing or e-mail of their withdrawal before Saturday 12th September. Entries cancelled after this date may be refunded, less a handling charge set at the organisers' discretion.

14. Senior Officials are:

Event Steward: Simon MacRory

Clerk of Course: Niall McKenna

Deputy Clerk of Course: Clement Barnes

Secretary of the Meeting: Erin McKenna

Chief Marshal: Adam Crawford

The above officials and all signed-on officials are deemed to be judges of fact.

15. Interim results will be posted and provisional final results will be published as

soon as possible after the finish of the event on the official notice board at rally

HQ. 16. Any protest must be lodged in accordance with Motorsport UK ref Ch.2

App.9

17. Entrants will be supplied with route instructions and timecards at the start of the event. These documents will provide all the information necessary to enable competitors to comply with Ch.13 App.5.

18. Timing on special tests will be by ECM synchronised clocks to the nearest second. Cars will start in numerical order at 1-minute intervals or as directed by Officials at Start Control. Drivers will be advised at each Test whether to 'start when ready' or be counted down to a starting signal. If counted down, drivers will be advised "10 seconds...5,4,3,2,1,Go" Cars will start in numerical order at one minute intervals.

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19. The entry list will be accepted as follows:

- A. All fully complete and paid entries at the closing date will be seeded first.
- B. Following this, any incomplete entries will be seeded next after they have completed their entry form.
- C. A reserve list may be drawn up and, in this case, details will be in Final Instructions.

20. Competitors will be identified by numbers which will be supplied by the organisers.

21. Competing cars must comply with Motorsport UK technical regulations. The organisers would like to draw your attention to the following points:

- All cars must carry a small spill kit, first aid kit, high visibility vests or jackets, OK/SOS board & warning triangle (Ch.13 App.11C Art.2.1)
- All cars must be taxed and MOT/NCT'd where appropriate.
- Forced induction cars up to 1500cc and diesel up to 2000cc complying with Ch.13 App.11C Art.3 are permitted.
- Cars must comply with noise regulations Ch.13 App.1 Art.7
- Tyres must be road legal. See NCR Ch.8 App.4 Art.3 Due to the nature of some lanes used on this event, gravel/off- road type tyres will NOT be permitted, to avoid damage to surfaces.
- Mobile telephones are permitted to be carried (Ch.13 App.3 Art.12.C) however they must not be used on Special Tests, or to communicate any information about Special Tests, except in an emergency.
- In accordance with Regulation (Ch.13 App.11C Art.6.3) Brakes are free but must comply with Construction and Use Regulations. A Hydraulic handbrake is permitted where a functioning mechanical system is also present.

22. The use of intercoms, the carrying of spare fuel cans and the use of in car cameras are prohibited, the penalty being exclusion for competitors found in possession or using any of the listed items.

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23. Seat belts, where fitted to the car, must be worn during all Driving Tests. Failure to do so may be penalised as failure to follow the instructions of an official.

24. Final instructions will be posted on the Cookstown Motor Club's event webpage (<http://www.cookstownmotorclub.com/events-6/>) no later than 11th September 2026.. These will advise of details of scrutiny, final event timetable, seeding, classes, total event mileage as well as any changes or clarifications to the Supplementary Regulations and other event details.

25. The route will comprise of a mix of surface roads all of which are easily passable in a standard road car. Competitors must carry enough fuel for the duration of the event, which will be approximately 80 miles. On-event refuelling is banned. Total mileage will be notified in final instructions.

26. Penalties are as printed below:

Performance will be assessed by time penalty system.

Special Tests:

Special tests will be run in accordance with Ch.13 App.4 Art.8

Stop Astride, Finish and Stop lines. In all cases Competitors must come to a complete stop astride the line which will be marked by appropriate boards each side of the track.

Once checked by Officials, competitor can proceed.

Achieving a time on a special test which is less than the bogey time	Bogey Time
Achieving a time on a special test which is over the bogey and under the Target Time	Actual Time
Achieving a time over the Test Maximum	Test Maximum
Jump Start	20 Seconds

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Striking a cone / marker	10 seconds
Failing to stop astride a line in the tests	20 seconds
Taking a wrong route / failing to complete the test	40 seconds
Failing to stop astride a Finish (end of test) line	Exclusion

Road/Navigation Sections:

Not reporting or reporting OTL at a Main Time Control	Retired
Not reporting or reporting OTL at any other Time Control	30 minutes
Not complying with the route card including visiting a control more than once	15 minutes
Not reporting at Passage Control or providing proof of visiting a Route Check	5 minutes
Arrival before scheduled time at the end of a Regulatory Section	2 minutes per minute
Arrival after due time at the end of a Regulatory Section	1 minute per minute
Arrival before due time at the end of a Neutral Section	30 minutes
Breach of any statutory requirement concerning the use of a motor vehicle	30 minutes
Contravention of App.5 Art.10.18 *First Offence	30 minutes
Contravention of App.5 Art.10.18 *Second Offence	Exclusion
Excessive speed or driving likely to bring motorsport into disrepute	Exclusion
Excessive sound	Exclusion
Receiving assistance contrary to Ch.13 App.3 Art.12.1	Exclusion
Breach of Ch.13 App.3 Art.12.1.C, Ch.13 App.15 Art.6, 116	Exclusion
Breach of Ch.13 App.9 Art.4, App.5 Art.11.3, App.10 Art.7.1, App.10 Art.7.2, App.10 Art.7.5, App.10 Arts.7.24 and 7.26, App.10 Art.7.27	Exclusion

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Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion (G.5.3)	
Failure to follow the instructions of an official	Exclusion
Further breaches of (k)	Exclusion
Breaches of Regulations detailed in Section C	Exclusion

27. All other general regulations of the MOTORSPORT UK apply as written except for the following which are modified: Controls will open 15 minutes before the due time of the first car and will close 15 minutes after the due time of the last car. The closing time may be altered should an official delay occur.

28. Miscellaneous

28.1 The organisers will establish checks for the purpose of observing maintenance of a set speed and/or time schedule and/or route.

28.2 Named Driving Standard Observers may be appointed to observe facts in accordance with Ch.13 App.2.3.3.7

29. Contactless timing will be in operation on the event, the Results will be calculated from the Timekeepers Master Sheet and will be final. Competitors will record their own times which will be given/shown to them at the start/finishes of each special test.

30. Competitors are reminded of the following:

30.1 To be classified as a finisher, a competitor must have attempted all of the observed sections (Special Tests) and arrive at the final control within their maximum lateness.

30.2 The Damage Declaration must be completed at the finish and if not a finisher, must be forwarded to the secretary of the meeting within 72 hours of the finish of the event.

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30.3 In the Special tests, timing will start when the vehicle is released from the start control by the start marshal and finish when the front wheels cross the stop line and not when the car stops. The car must stop astride the finish line.

31. INSURANCE

If using their own insurance for the event, the entrant is required to supply the name and address of his insurers and insurance agent on the entry form.

32. Motorsport UK Organisers Insurance

Insurance

Organiser provides the following insurance:

As described in the Motorsport UK National Competition Rules, Chapter 1, Appendix 3 –

[https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2025/12/Motorsport-](https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2025/12/Motorsport-UK_NCR-2026_Edition-2_Ch1.pdf)

[UK_NCR-2026_Edition-2_Ch1.pdf](https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2025/12/Motorsport-UK_NCR-2026_Edition-2_Ch1.pdf)

The insurance premium is included in the entry fee and provides third-party liability cover (civil liability).

The indemnity limit of the event public liability policy is £100 million, per any one accident or incident.

The first £500 of any claim for damage to property will be borne by the competitor and this deductible amount is payable in respect of each and every incident which gives rise to a claim.

Through the Motorsport UK Master Road Section Top-Up Insurance Policy, the Organisers have applied to Kingfisher Motorsport Insurance for the provision of a Blanket Cover Note to provide competitors with the Third Party Cover necessary to meet the Road Traffic Act requirements on the Road Sections of the event.

Further information is available on the Motorsport UK Road Rally Hub. All applicants wishing to use the scheme must be able to comply with all points of the Kingfisher Motorsport Declaration:-

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,

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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.

The basic rate for the event, before applicable loadings is: £45.00.

Competitor Driver Criteria

- All drivers are aged 19 or over.
- All drivers are UK residents >1 year and hold a Full UK Car Licence for at least 6 months.
- All drivers have no Driving Bans within the last 5 years and no criminal convictions.
- All drivers have no more than 6 penalty points on their licence and/or more than 1 fault motor claim in the last 3 years in their history.
- All drivers are a named driver on a valid motor insurance policy for the vehicle they are driving.
- All drivers do not have the Third-Party Extension for Road Sections cover already on their existing motor policy.

Vehicle Criteria

- The vehicle has a valid MOT and taxed for the road, unless exempt from doing so.
- All Vehicles are road going/road legal, and has a UK Registration Plate assigned and attached.
- The vehicle must be in the custody or control of a competitor who is participating in a motorsport event which has been permitted by the Policyholder (Motorsport UK Association Ltd) and where the driver has been notified and subsequently accepted for participation by the Policyholder (Motorsport UK Association Ltd)

Use, Cover and Location Criteria

- Cover is limited to TPO – Usage only in connection with the event itself for the event dates stated (Maximum 3 days)

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- Usage of the vehicle is for Social Domestic and Pleasure purposes including participation in the road section of a motorsport event and being used on the public highway

Competitors from Outside of the UK

Any competitor or vehicle who falls outside of the criteria above may be offered cover at equivalent terms if approval from Kingfisher Motorsport has been obtained prior to the event taking place.

Approval can be sought by contacting motorsportuk@kingfishermotorsport.com providing the following information:

- Driver name, date of birth and country of residence
- Driving licence pass date
- Details of any adverse motoring history (claims and/or convictions)
- Details of vehicle they will be competing in

This information should be sent from the competitor directly, copying in the event organiser(s) –

Erin.cookstownmotorclub@gmail.com & Jason.mcguickin@btinternet.com – for oversight.

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 under authority granted by Accredited Insurance (Europe) Limited who are authorised and regulated by the Malta Financial Services Authority.

Kingfisher Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited.

Authorised and regulated by the Financial Conduct Authority No. 310218.

Registered in England and Wales No. 01469545.

Registered Office: First Floor, 2 Parklands, Parklands Business Park, Rubery, United Kingdom, B45 9PZ.

Cookstown Motor Club Ltd.

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First Underwriting Limited are authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales No. 07857938.

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