

M&H Photography Targa Rally ~ 10th November 2013

Supported by Dawson Motorsport

Introduction

On 10th November 2013 Chelmsford Motor Club will promote a single-venue Targa Rally at MoD Woodbridge, near Ipswich. This will be the last of several CMC Targa rallies at various venues in 2013.

This event is designed by competitors, for competitors, and we hope you will enjoy your day.

Please remember it is a **fun** event!

We have decided to use some rarely run areas on RAF Woodbridge (including some Buddleia sections) to give you as much mileage for your money as we can, feasibly.

Dependant on the weather conditions before and during the event there could be some smooth gravel and standing water which is pulled on to the Tests, we will try to advise of any sections which could be problematic during the drivers briefing. We will endeavour to avoid the wing/door mirror swiping & tight sections.

We intend on using some out & out smooth gravel sections (about ½ a mile) which again will be driven in a standard organiser's car before hand to check their roadworthiness.

We are hoping to give you approximately 35 test miles (each competitor). Double driving is encouraged and we are intending on running the system implemented earlier in the season of "no advantage for the second driver".

This will be explained fully in the final instructions & also in the drivers briefing.

As the event runs to MSA rally regulations we have to pay increased insurance costs in 2013, and for this reason we have raised the entry fee for all our Targa rallies to £50.00 (double drivers £100).

We are electing to run this event as closed-to-club - which avoids the need for an MSA competition licence, but means all competitors must produce a CMC club card at signing on.

We have dropped the Historic class for 2013 (as classes have to be ability-based) but events will offer an award for best historic if there are 5 or more entries with pre-1982 cars.

New 2013 rule R18.6.6 for daylight road rallies allows cars to be more than one colour, and to carry up to 1250 sq cm of advertising (the area of 2 sheets of A4 paper).

Keep an eye on the forums for additional information.

<http://chelmsfordmc.co.uk>

<http://forum.mandh-photography.co.uk/today.php>

A bit about our Sponsors:

M&H Photography:

Andy Manston has been a linchpin in hundreds of Rallies over the last "21" years (he wishes).

He's a known face at various corners, yumps & bars throughout the country and his charisma with the camera has blessed all our living room walls with his excellent photos.

Please support him with buying some of them from this event, you will all get a collage from the event for free, but he does very reasonable rates on extra photos & CDs.

He will contact you all after the event.

Dawson Motorsport:

Father & Son team Ben & Mike Dawson started the "outfit" in 2006 when starting Endurance Road Rally Championship (ERRC) in their own home prepared cars.

In 2012 along with 44 other crews they completed the London To Cape Town Rally winning the "John Wayne Toilet Roll Trophy – True Grit" (Rough and tough and doesn't take any sh!t)

In the 7 years on competition they have competed on 60 events in various formats with notable results, including an outright win on the Honnington Gymkhana 2010.

They are able to assist in car preparation and have done so for many competitors over the years.

A big thank you:

To Jim Bowie, Jim has organised all the Targas thus far this year and some gymkhanas over the years, and we thank him for his huge amount of dedication, enthusiasm & time given to the rallies.

If we are able to put a smile on his face on this event we would be very happy ourselves.

Thank you Jim (and teams) for all the Targas & before that the Gymkhnanas, they have been a blast!

The organising team very much looks forward to seeing you & all the other competitors smiling on the day.

Supplementary Regulations

1. Announcement

- 1.1 Chelmsford Motor Club will organise a Clubman status Targa Rally on Sunday 10th November 2013 at MoD Woodbridge Airfield, Near Ipswich, Suffolk. [Map 169 / 322 478].

2. Jurisdiction

- 2.1 The event will be held under the General Regulations of the Motor Sports Association Ltd., incorporating the provisions of the International Sporting Code of the FIA, these Supplementary Regulations and any other written instructions the organising Club may issue for the event.

3. Permits

- 3.1 MSA Permit No: 79162
- 3.2 Route Authorisation No: Not applicable, this is a single venue rally run within the confines of MoD Woodbridge Airfield

4. Eligibility

- 4.1 The event is open to all fully elected members of the organising club.
- 4.2 All competitors must produce a valid Club membership card, which will be inspected at signing on.
- 4.3 Drivers must hold a full valid Road Traffic Act driving licence for a car. Navigators must have attained the age of 12 years.
- 4.4 Drivers may only drive one vehicle once. Navigators may only navigate once.
- 4.5 For the purposes of seeding the entry list, the owner of the vehicle entered will be deemed to be 'first' driver and will always have the higher seeding. However, where the owner is not the more experienced driver on competitive events the more experienced driver will be deemed to be the first driver. In the event of a query or dispute the Clerk of the Course's decision is final.

5. Programme – Subject to alteration in the bulletins and final instructions:

5.1 Location

The event will take place totally off public roads within the confines of MoD Woodbridge Airfield.
Please note - Petrol is not available at the venue.

5.2 Access

Access to the venue is available from 07:30 onwards, and will only be allowed by presentation of an Entry Pass. This will be sent with any final instructions. No access to the venue will be allowed after 9am.

5.3 Noise Check

Noise check will open at 07:45. Vehicles failing the noise check will not be allowed to start.

5.4 Scrutineering

Follow the arrows on arrival at the venue to the Paddock parking area. Please park as directed and report to signing-on. Noise check, scrutineering and signing on will be within or adjacent to the Paddock area. Any competitor not signed on by 9am will not be allowed to start.

5.5 Documentation

Final instructions, venue map and any other documentation relevant to the final instructions will be sent by email on or before Wednesday, 6th November 2013.

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On the day of the event, following scrutineering and signing on, competitors will be supplied with all necessary instructions, diagrams, maps and time cards to allow them to complete the rally within the overall event timetable.

5.6 **Briefing**

There will be a compulsory crew briefing at 08:45 adjacent to the signing on area.

5.7 **Format & Timing**

The event will start at 9.15am with competitors starting at one-minute intervals. There will be a lunch break of around an hour and the event will finish with an awards presentation at around 5pm.

5.8 **Notices**

Before, during and after the event, official notices will be displayed on the official notice board in the Start / paddock area. Competitors may have to sign for notices on the official notice board.

5.9 **Toilets**

Toilet facilities will be provided.

5.10 **Refreshments**

Local catering will provide hot drinks and snacks from 8am onwards. Marshals will be provided with a voucher for one hot drink and snack free of charge, as some recognition of their contribution as indeed without them the event would not run.

5.11 **Photographer**

Andrew Manston of M&H Photography will be the official photographer for the event and a complimentary commemorative photograph of each competitor will be provided.

5.12 **Prohibited Equipment**

Video equipment may not be used in competing cars.

Competitors may not wear crash helmets of any type.

The use of intercoms for competitors other than those with medical dispensation is not allowed.

No pace notes made separately from the test diagrams are permitted.

The penalty for breaching these restrictions is exclusion from this event and future CMC events.

6. **Officials**

6.1 The Officials of the event are as follows:

Clerk of the Course -	Ben Dawson	ben@ddwservices.co.uk
Deputy Clerk of the Course -	Dave Town	towndt@yahoo.com
Secretary of the Meeting -	Karen Scott	redcookiemonster@hotmail.com
Chief Marshal -	Andy Manston	mandh_photography@live.co.uk
Chief Timekeeper, Results -	Tony Michael	arm@chelmsfordmc.co.uk
Entries Secretary -	Tony Michael	arm@chelmsfordmc.co.uk
Photographer -	Andy Manston	mandh_photography@live.co.uk
Chief Scrutineer & Noise -	Rob Dominey	01328 856932
Radio & Event Safety Officer -	Dave Judd	
Recovery -	Ben Scott	
Medical Officer –	Tony Adler	
Club Steward -	Tony Clements	

7. Eligible Cars

- 7.1.1. The event is open to all cars compliant with MSA Year Book 2013 J5 and the following:
- 7.1.2. Cars must display a current tax disc and where applicable a current MoT must be produced.
- 7.1.3. Bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer. Vehicles must not have wheel arch extensions, unless fitted by the manufacturer as a standard item to the body shape. Bumpers must be fitted. Paintwork **is not** required to be one colour (R18.6.6).
- 7.1.5. Wheels and tyres are free but must fit within the standard unmodified wheel arch. Vehicles must be fitted with tyres that are legal for use on the public highway, and have legal tread depth at the start of the event.
All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres. 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.
Note: Since the event is completely off the public highway, tyres only need to be road legal at scrutineering - showing a minimum of 1.6mm tread pattern depth across at least $\frac{3}{4}$ of the width of the tyre. Forest Rally or Mud & Snow tyres may be used.
- 7.1.6. Front seats may be improved or replaced. If equipped with a non-standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame. Full harness seatbelts may be fitted and guards may be fitted beneath the vehicle to provide protection from damage. The requirement for interior trim to be fitted is waived.
- 7.1.7. Kit cars must be based on road car mechanicals, and will only be accepted at the organisers' discretion.
- 7.1.8. Forced induction is permitted for diesel engines only as follows: the original induction system including the intercooler and air filter housing must remain as originally fitted, without any modification other than the replacement of the air filter element.

Cars must comply with R18.3.3, R18.5 and R18.6:

R18.3.3. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17.

As this is a daylight event, R18.5, R18.5.1 and R18.5.9 do not apply.

R18.5.8. Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

R18.6. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens).

Vehicles may not use racing style numbers. Advertising not exceeding 1250 sq cm in total is permitted (R18.6.6).

They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Nomenclature and Definitions.

Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted. This must incorporate the existing manufacturer's handbrake lever, mounting position and pivot point.

All vehicles must carry a Small Spill Kit complying with J5.20.13:

A self-contained spill kit capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. **This requirement will be checked at scrutineering.**

8. Scrutineering

- 8.1 All vehicles will be scrutineered for safety purposes. Cars will only be allowed to start subject to compliance with road rally noise regulations: 98dB(A) at 0.5m or 86dB(A) at 2m at 2/3 maximum revs as per J Appendix 1.
- 8.2 Vehicles that are three years old or more will require a current MoT certificate to be produced.
- 8.3 For proof of ownership and legal notification of vehicle specification the V5 for the vehicle entered must be produced.

9. Classes

- 9.1 There will be the following classes:

MA	Masters with engine capacity 1400cc or less
MB	Masters with engine capacity over 1400cc
EA	Experts with engine capacity 1400cc or less
EB	Experts with engine capacity over 1400cc
NA	Novices with engine capacity 1400cc or less
NB	Novices with engine capacity over 1400cc

Masters: Driver has *won their class* on any Rally or Gymkhana with Special Tests in the last 5 years.

Experts: Driver has *previously competed on 5 or more* Rallies or Gymkhanas with Special Tests.

Novices: Driver has *previously competed on less than 5* Rallies or Gymkhanas with Special Tests.

Endurance and Historic Road Rallies count towards this. Class wins as a Novice on this event and future Targa Rallies do not count towards becoming a Master.

- 9.2 Competitors can only enter one class. The Organisers reserve the right to alter classes if they think that is appropriate.

10. Identification

- 10.1 Competitors will be identified by numbers supplied by the organisers; these must be displayed on the nearside and offside of the vehicle. They must be removed upon leaving the event venue. It is the responsibility of competitors to ensure that car numbers are visible throughout the event.

11. Entries

- 11.1 Entries should be made by completing the official online entry form, and will only be accepted when full payment has been received. Telephone entries will not be accepted. The maximum number of entries is 75. All entries and their current status will be shown on the website.

12. Entry List

- 12.1 The entry fee is £50 for a single entry and £100 for double driven entries. Late entries may be accepted at the organisers' discretion. Cheques will be banked a week before the event. Withdrawn entries notified by 6/10/13 will receive a full refund; those withdrawn after this date will be refunded in full or part at the organisers' discretion.
- 12.2 Final instructions will confirm starting times etc and will only be sent by e-mail to the e-mail addresses specified on the entry form. It is our intention to keep this event relatively paperless and so where possible all documentation will be electronic.

13. Awards

13.1	First Overall	Driver and Navigator
	First in Class	Driver and Navigator
	Second in Class	Driver and Navigator (subject to 4 entries)
	Third in Class	Driver and Navigator (subject to 6 entries)
	Best Crew	Driver and Navigator
	Best Historic	Driver and Navigator (subject to 5 cars registered before 1982 running)

13.2 A driver and navigator may only win one award other than Best Crew & Best Historic.

13.3 In the event of a tie, R 15.2.2 will apply

14. Results

14.1 Provisional results will be published during the day and finalised prior to the awards presentations. Protests will be dealt with in accordance with C.5. Final results will be published on the Chelmsford Motor Club web site.

15. Event Test Definition

15.1 All of the tests will be defined by diagrams with the route clearly marked.

15.2 Tests should be completed in accordance with the time schedule.

16. Boards

16.1 Code Boards consisting of two 8 cm letters on a white background of not less than 315 sq cm may be placed on some tests to ensure that the correct test has been completed. Failure to record a code board will result in a wrong test.

Passage Controls may be utilised. A signature by the marshal standing at the passage control is required in the appropriate box on the provided time card. You do not need to stop astride the line at the passage control but the signature is required. Cone faults will be also be upheld at these locations. Failure to obtain the required signature/s will result in a wrong test.

17. Penalties

17.1	Time to complete a test	Actual time
	Failing to start/complete a test	Test Maximum
	Failing to complete a test in the correct sequence as per the route instructions	Test Maximum
	Failing to record a code board	Test Maximum
	Failing to obtain a passage check signature	Test Maximum
	Striking a cone or marker	10 seconds per cone/marker
	Failing to stop astride finish line	10 seconds per occasion
	Failing to cross a line with all 4 wheels	10 seconds per occasion
	Driving in a manner dangerous or likely to give rise to complaint.	Exclusion

18. Timing

- 18.1 Timing will be completed using digital 'Liege' style clocks. Competitors will know their start time and the time allowed for each section will be specified in the time card/road book.
- 18.2 Timing will be to an accuracy of within 1 second.

19. Driving Standards

- 19.1 Driving standards will be monitored carefully. All signed on marshals, named officials or the Driving Standards Observer have the power to exclude any competitor for dangerous or inconsiderate driving. Please be sensible, this is a fun event.