

# **Pentlow Leisure – Woodbridge Targa (Gymkhana Replacement)**

## **Introduction**

On 11<sup>th</sup> November 2012 West Suffolk Motor Club in conjunction with a team from Chelmsford Motor Club will promote a single-venue Navigational Rally with Special Tests.

For ten years Chelmsford Motor Club has been organising very successful gymkhanas and on this occasion will be supporting West Suffolk Motor Club on its first event of this type, at MOD Woodbridge, Suffolk. Those of you who have competed on previous gymkhanas should not notice a difference from the format of previous events except that the skills tests have been omitted. As stated regular CMC organisers will be working with the new West Suffolk team. If you have not done a CMC style gymkhana before, come and have a go at this single venue road rally which is a prototype of the “Targa Rallies” which will replace our Gymkhanas next year!

This is a clubman’s event – meaning no competition licence is needed, just a club card. The event is run under a Navigational Rally Permit but there is no tricky navigation and no maps are required because you will be issued with a road-book which details the route.

Chelmsford Gymkhanas were ‘fun’ events but had a very competitive side as well. They were split between low-speed driving tests – essentially scaled down versions of the tests run on historic and endurance rallies – balanced by the need for accurate navigation and tests of skill and knowledge such as the famous ‘cup of water test’ and the ever popular Highway Code quiz. This rally runs to a similar pattern as far as timed tests are concerned but without the skill and knowledge tests - which means there is more emphasis on driving & navigating skill.

A Navigational Rally permit allows the car rules to be less restrictive than a Road Rally (so cars with more than 4 cylinders and turbo-diesels are still allowed); the only navigation involved is interpreting the test diagrams.

The organising team looks forward to seeing you on the day.

The organising team is also pleased to welcome Pentlow Leisure as a sponsor for the event.

Pentlow Leisure is a family run business based in Sudbury specialising in the sales of new and used touring caravans and motor homes. A full service and repair facility is also available along with a well-stocked accessory shop also including trailer spares and space for storage.

For further details or enquiries visit the website at <http://pentlowleisure.vpweb.co.uk> or ring 01787 375023

## Supplementary Regulations

### 1. Announcement

- 1.1 Chelmsford Motor Club and West Suffolk Motor Club will organise a Clubman status Navigational Rally with Special Tests on Sunday 11<sup>th</sup> November 2012 at MOD Woodbridge, Suffolk [Map 169 322 478]

### 2. Jurisdiction

- 2.1 The events 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: 73587
- 3.2 Route Authorisation No: Not applicable, this is a single venue rally run within the confines of MOD Woodbridge.

### 4. Eligibility

- 4.1 The event is open to all fully elected members of the organising clubs. The entry fee includes WSMC membership for the month of November 2012.
- 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 events will take place totally off public roads within the confines of MOD Woodbridge.  
**Please note - Petrol is not available at the venue.**

#### 5.2 Access

Access to the venue is available from 07.00 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 07.15. 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, 7<sup>th</sup> November 2012.

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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 Convoy Runs

There will be ONE convoy run around all tests starting at 09.00.

### 5.8 Format & Timing

The event will start at 10.00am with competitors starting at one-minute intervals. There will be a lunch break of around an hour and the events will finish with an awards presentation at around 4pm.

### 5.9 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.

### 5.10 Toilets

Toilet facilities will be provided.

### 5.11 Refreshments

Local catering will be engaged for each event and 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.

### 5.12 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 & WSMC events.

## 6. Officials

6.1 The Officials of the events are as follows;

Clerk of the Course –	Keith Pettitt:-	<a href="mailto:keithpettitt@hotmail.co.uk">keithpettitt@hotmail.co.uk</a>
Secretary of the Meeting –	Brian Hemmings :-	<a href="mailto:bhemmings18@btinternet.com">bhemmings18@btinternet.com</a>
Chief Marshal -	Keith Walladge /Paul Ellis :-	<a href="mailto:paulrellis@btinternet.com">paulrellis@btinternet.com</a>
Event Safety Officer -	Dave Judd	
Scrutineer -	Charlotte Windsor	
Club Steward -	TBC	

## 7. Eligible Cars

7.1.1. The event is open to all cars compliant with MSA Year Book 2012 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.

- 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 events are 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.
- 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.

R18.5 **Electrical Systems** is mostly about lighting for night rallies (you don't need spot lights on this daylight event), but R18.5.8 is relevant:

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, nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.

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.

## 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:

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 made by completing the official online entry form will only be accepted when full payment has been received. Competitors who do not have access to the Internet should complete the official paper entry form and send with full payment. 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.

The address for posted entries is:  
Brian Hemmings  
2 Davidson Close  
Sudbury  
CO10 0YU

Email address for entry queries: [bhemmmings18@btinternet.com](mailto:bhemmmings18@btinternet.com)

## 12. Entry List

12.1 The entry fee is £40 for a single entry and £80 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 7/11/12 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 address 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

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

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 West Suffolk Motor Club and Chelmsford Motor Club web sites.

#### **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 letters on a white or yellow background may be placed on some tests to ensure that the correct test has been completed. Penalties will be awarded for failing to record code boards as defined in the road - book.

#### **17. Penalties**

- |      |  |  |
|------|--|--|
| 17.1 | Time to complete a test  | Actual time                                    |
|      | Failing to start/complete a test   | Slowest recorded time for test plus 10 seconds |
|      | Failing to complete a test in the correct sequence as per the route instructions | Slowest recorded time for test plus 10 seconds |
|      | 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.