

M&H Photography Woodbridge Targa Rally

9th November 2014

Supported by Dawson Motorsport

Introduction

On 9th November 2014 Chelmsford Motor Club will organise a single-venue Targa Rally at MoD Woodbridge, near Ipswich.

The Targa rally has a number of driving tests set out in different layouts which will vary in distance during the day. The average speed of the rally is limited to 30mph.

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

We intend on using some out & out smooth gravel sections like last year 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 will aim to give no advantage to the second driver, this will be explained in the finals and in the drivers briefing.

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

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. Please apply for membership via chelmsfordmc.co.uk/Membership if needed.

Cars must comply with R18, so engines can have a maximum of 4 cylinders.

New 2014 MSA rule R18.2.5 allows forced-induction for petrol and diesel engines under 1500cc.

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) ONLY. Large logos will need to be removed or completely covered up.

Towing eyes must be fitted and ready for use in case you break down.

There is an award for best historic if there are 5 or more entries with pre-1986 cars.

A souvenir M&H Photography photograph will be emailed to each competitor after the event, so please make sure you all provide correct email addresses.

Keep an eye on the forums for additional information.

<http://chelmsfordmc.co.uk>

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

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 of 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.

Photo by M&H Photography of the Dawson Boys out playing.



Supplementary Regulations

1. Announcement

- 1.1 Chelmsford Motor Club will organise a Clubman status Targa Rally on Sunday 9th November 2014 at MoD Woodbridge Airfield, Near Ipswich, 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: 83238
3.2 Route Authorisation No.: Not applicable.

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 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 07:30 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 07:30. 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, 5th November 2014.

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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 8.45 adjacent to the signing on area.

5.7 Format & Timing

The event will start at 9.00am 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 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.

5.11 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 events 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 Timekeeper Entry Secretary	Tony Michael	arm@chelmsfordmc.co.uk
Chief Marshals	Emma Dawson Andrew Manston	targamarshal@chelmsfordmc.co.uk
Chief Scrutineer	Rob Dominey	
Event Safety Officer	Dave Judd	
Paramedic	Tony Alder	
Club Stewards	Paul Barrett, Richard Nel	
Photographer	Andy Manston	mandh_photography@live.co.uk

7. Eligible Cars

MSA 2014 Year Book online:

[Section J - Common Regulations for Competitors \(Vehicles\)](#)
[Section R - Specific Regulations for Rallying](#)

7.1.1. The event is open to all cars compliant with MSA Year Book 2014 J5 and the following:

7.1.2. Cars must be taxed and where applicable a current MoT must be produced.

7.1.3. Cars must comply with R18.

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

7.1.4. Paintwork **is not** required to be one colour, and advertising not exceeding 1250 sq cm in total is permitted (R18.6.6). Large logos will need to be removed or completely covered up.

7.1.7 Kit cars must be based on road car mechanicals, and will only be accepted at the organisers' discretion.

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 **70**. 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 4/11/14 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 1986 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.
- 14.2 To be classified as a finisher, you must start the first test of each time card, and visit each results PC.

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 route has been completed. Penalties will be awarded for failing to record code boards as defined in the road book.

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- 16.2 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.
- 16.3 Stop/Go boards may be utilised. These will be clearly marked in the road book and the requirement is to stop adjacent at the marshal holding the board and wait for them to flip the board over showing you the Green "Go" side allowing you to continue the test. Failure to stop and wait for the "go" sign will result in a wrong test.

17. Penalties

- | | |
|--|---|
| 17.1 Taking the Bogey Time or Less: | Bogey time |
| Taking longer than the Bogey Time but less than the Maximum Time: | Actual time taken |
| Taking longer than the Maximum (target) Time: | Test Maximum |
| Failing to start/complete a test | Test Maximum |
| Wrong side of a cone or marker | 20 seconds for first offence, then Test Maximum |
| Failing to complete a test in the correct sequence as per the route instructions | 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 |

All signed on members of the organising team & marshals on the rally are judges of fact.

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.