

Javalin's Jumbo Targa Rally

24th April 2016

Introduction

On Sunday 24th April 2016 Anglia Motor Sport Club, in conjunction with Chelmsford Motor Club, will organise a single-venue Targa Rally at Wethersfield Airfield near Braintree, Essex.

Wethersfield was used for CMC / WECC stage rallies in the late 1990s and is home to the MoD Police.

The Targa Rally has a number of one to two mile driving tests set out in different layouts which will vary during the day.

Javalin Network Services Ltd sponsored the first CMC Gymkhana (a formula that has now evolved into Targa) back in 2002. Javalin is one of the leading Network Infrastructure and Audio Video Solutions installers in the south of England. Working primarily in the education sector, the company has amassed a great deal of experience in installing on time, within budget and with the minimum of fuss.

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This event is closed-to-club - which avoids the need for an MSA competition licence, but means all competitors must produce a club card of an Anglia Motor Sport Club member club at signing on.

Anglia Motor Sport Club member clubs are: Cambridge Car Club, Chelmsford Motor Club, Eastern Counties Motor Club, Falcon Motor Club, King's Lynn and District Motor Club, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford Auto Club.

<http://www.amsc.org.uk>

eco living and heating is continuing to sponsor the AMSC Targa Challenge in 2016.



<http://www.ecolivingandheating.co.uk>

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

The Targa Rally will be open to cars complying with Road Rally or Historic Road Rally rules. See SR 7 for more details.

MSA rule R18.2.5 allows forced-induction only 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.

Supplementary Regulations

1. Announcement

- 1.1 Anglia Motor Sport Club will organise, in conjunction with Chelmsford Motor Club, a Clubman status Targa Rally on Sunday 24th April 2016 at Wethersfield Airfield near Braintree, Essex.

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: 94763
3.2 Route Authorisation No.: Not applicable.

4. Eligibility

- 4.1 The event is open to all fully elected members of clubs belonging to Anglia Motor Sport Club: Cambridge Car Club, Chelmsford Motor Club, Eastern Counties Motor Club, Falcon Motor Club, King's Lynn and District Motor Club, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford Auto Club. <http://www.amsc.org.uk>
- 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 Wethersfield 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 07:30. 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.

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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, 20th April 2016.

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 AMSC events.

6. Officials

6.1 The Officials of the events are as follows;

Clerk of the Course	Jim Bowie	jimbowie555@yahoo.com
Secretary of the Meeting Chief Timekeeper & Results	Tony Michael	arm@chelmsfordmc.co.uk
Chief Marshal	Lucy Fryer	targamarshal@chelmsfordmc.co.uk
Security Liaison	Brian Hemmings	bhemmings18@btinternet.com
Equipment Officer	Geoff Lobb	
Chief Scrutineer	Dennis Suttewood	07775 50891
Environmental Scrutineer	Paul Brewerton	
Radio Controller	Dave Judd	
Event Safety Officer Incident Support	Ben Scott	
Medical Support	Steve Wood	
Club Steward	Martin Newson	

7. Eligible Cars

See section J and R of the MSA 2016 Year Book online:

<https://www.msauk.org/assets/2016bbcompletelow-res-1.pdf>

- 7.1.1. The event is open to all cars compliant with MSA Year Book 2016 J5 and the following:
- 7.1.2. Cars must be taxed and where applicable a current MoT must be produced.
- 7.1.3. All cars must comply with the 2016 Blue Book sections R18 (Road Rally) or R19 (Historic Road Rally), so engines can have a maximum of 4 cylinders, have a maximum of 2 carburettor chokes or run the standard injection system. Forced induction is only allowed for petrol and diesel engines under 1500cc.
- 7.1.4. Waivers are available for Historic Road Rally cars (i.e. cars registered on or before 31st December 1985) in respect of number of cylinders, number of carburettor chokes, number of camshafts, or turbo (see R19.5.1).

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

- 7.1.5. 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.

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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. The closing date for entries is the 17th April. Withdrawn entries notified on or before the closing date will receive a full refund; those withdrawn after this date will be refunded in full or part at the organisers' discretion. Cheques will be banked a week before the event.

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.

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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.
- 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 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.