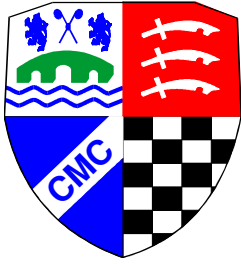


CHELMSFORD MC



Javalin's Jumbo Targa Rally

Sunday 20th May 2018

Final Instructions

- Petrol** There is no petrol available at the venue. You will need fuel for 25 competitive miles.
- Access** **Access to the venue is available from 7:00am to 8:30am.**
- Access is via the Main gate, map ref. 167 711¾327, postcode CM7 4AZ.
- THE SPEED LIMIT on all areas of the airfield, EXCEPT THE TESTS IS 25 MPH.** The penalty for excess speed or dangerous driving is **exclusion** from this and future events.
- The landowners advise that there are potholes in some of the roads for which they cannot accept any responsibility, and spent ammo in some areas of the venue.
- Please bring a photo ID (passport, driving licence). *It should also be noted that due to the base being in operational use cars may be searched randomly either on entering or exiting the base.*
- Noise Test** Prior to signing-on please report to the noise test and scrutineering area east of the paddock between 07:10 and 08:40. Vehicles must not exceed 86db at 2m at 2/3rds maximum rpm.
- Scrutineering** Cars must produce a current MOT and a Spill Kit. The cars will be checked for basic safety such as secure seats, and conformity with road-rally rules.
- Interior trim must include:
Front door cards – original trim, or a sheet of firm material covering the door so there are no exposed metal edges.
Roof lining. Rear seats.
Carpet. The carpet in the driver's side foot well must be fixed down, and not be free to move to interfere with the pedals.
Any hydraulic handbrake must use the existing manufacturer's handbrake lever, mounting position and pivot point.
Only the area of two sides of A4 of advertising is allowed, anything more is to be covered.
Engines must have a maximum of 4 cylinders, and no more than two carburettor chokes. If fuel-injected, engines must use the original plenum chamber and throttle body.
- AMSC Targa Scrutineering Video: https://www.youtube.com/watch?v=tq8OLUc2S_w
- Club Cards** The event is closed-to-club, so all competitors need to be members of clubs belonging to **Anglia Motor Sport Club**, which are: Cambridge Car Club, Chelmsford Motor Club, Eastern Counties Motor Club, Falcon Motor Club, Green Belt Motor Club, Herts County Auto & Aero Club, King's Lynn & District Motor Club, Middlesex County Automobile Club, Sporting Car Club of Norfolk, Wickford Auto Club, West Suffolk Motorsport Club.
- Signing-on** Bring your completed process sheet to signing-on. Anyone not signed on by 8:45am will not be allowed to start.
- Crew Briefing** There will be a crew briefing at 8:45am in the paddock area.
- Start time** **The first car starts from MTC1 at 9:01am and cars start in numerical order at minute intervals.**
- Notices** The Official Notice board will be located by the results area for the duration of the event. Official notices posted there will have the same force as the SRs.

Please also note that in-car video cameras are not permitted, and photography by anyone other than the official photographer, Andy Manston, is not permitted.

- Toilets Toilet facilities are provided in the paddock area.
- Tyres If you come with one set of road tyres that are just legal, they most likely will not be when you leave, so bring spares accordingly.
- Refreshments We are using a new caterer Graeme of " Mr Beans" for this event and all marshals will receive the usual meal & drink ticket for use at lunchtime. Graeme specialises in serving proper coffee, ideal for an early start and we would like the competitors to keep him busy through the day. He will be offering a Bacon Roll (£2.50) for breakfast and the usual Burger options at lunchtime. He will also have cold drinks and water to sell and plans to be at the venue from 7:30 to 15:30.
- Results The rally consists of 19 Special Tests timed to an accuracy of 1 second. Results will be calculated based on the sum of times for all tests. Results will be available at mtc1.uk
- Each time card will start with a Main Time Control, which you must visit on the scheduled time printed on your time card or be penalised. And end with a Results Time Control in the paddock, where your time card will be collected. Early arrival at an RTC is allowed. Late arrival will be penalised.**
- To be classified as a finisher, you must visit each MTC and RTC.**
- Penalties **There will be time controls.**
OTL (over time limit, or maximum lateness) is 15 minutes.
- | | |
|---|-------------------------|
| Not reporting or reporting OTL at a Main Time Control | Retired |
| Not reporting or reporting OTL at any other Time Control | 30 minutes |
| Arrival before scheduled time at a Main Time Control | 2 minutes/minute |
| Arrival after scheduled time at a Time Control | 1 minutes/minute |
- Rubbish Rubbish sacks will be provided with your road book. Please take all rubbish home. If your car is likely to drop oil in the paddock please bring a groundsheet.
- Spill Kits Reminder of MSA requirement as per regs."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"
- Officials Club Steward – Alan Barnard

Event Format & Timetable:

7:00	Gates open, Scrutineering & Noise Check
7:10	Signing On commences
8:30	Gates close
8:45	Driver & Navigator Briefing in Paddock
9:00	MTC1 and Test 1
11:00	MTC2 and Test 6
12:45	Lunch Break. This allows marshals to return to the paddock.
13:45	MTC3 and Test 11
15:45	MTC4 and Test 16
17:30	Last car completes final test. Competitors & marshals help clear up
18:15	Awards

Please allow the Marshals PRIORITY TO PUSH IN FOR THEIR MEALS AT LUNCHTIME.

ANGLIA MOTOR SPORT CLUB
TARGA RALLY SCRUTINEERING GUIDELINES 2018

Dear Competitor,

As you are aware, Targa Rallies are closely monitored by the MSA to ensure that they comply with the regulations as prescribed in the 2018 MSA Year Book ('the Blue Book') and included in the event regulations. Details can be found on line at <https://www.msauk.org/assets/291-335specificregulationsforrallyingr-1.pdf>

Targas are designed to be an event for Road Rally cars, not Stage cars, so the cars must comply with Road Rally rules. When we scrutineer cars, we are obliged to follow the rules. We are accountable. We don't do it for fun.

To avoid confusion, we have prepared a check list of the main items which we will check as part of the process. Vehicles not conforming with these requirements will not be allowed to start the event until any problems are resolved.

It has been agreed by all AMSC Targa officials that this approach will be followed on every Targa Series event from now. Below is the check list of the items which will be checked.

Targa Rally Scrutineering-checklist

The following items must be in good condition and all are likely to be checked:

Noise level (currently max 98 dBA at 0.5 m at 45 degrees to the outlet).

MOT (if applicable).

V5C registration document.

Security of seats and belts.

Action of the steering.

Solid brake pedal.

Working brake lights: other lights may be checked for function.

Security of the battery.

Security and function of the throttle return spring(s).

Tyres which are road legal with no bulges, cuts or other damage AND which are not tyres on the MSA List 1C ([see the Blue Book here](#)) or are moulded slicks.

Interior trim - door cards and rear seats must be in position if originally fitted but loose parcel shelves must be removed.

General condition of the car including dents, bits hanging off, loose wires, sharp edges including inside the crew compartment.

All loose items must be removed from the interior and the boot.

No stickers or advertising more than the size of two A4 sheet on the car. Any other stickers must be covered securely and matching the car colour. Max 4 cylinders and 2 carburettor chokes (Historic rules apply differently).

Forced induction engines under 1500cc are permitted if the fitment of the system is standard equipment for the car.

Presence of a spill kit.

Hydraulic handbrake - if fitted must incorporate the existing manufacturers handbrake lever, mounting position and pivot point.

Other items may be checked, and the list is not exclusive.

In addition, it is strongly advised that open cars are fitted with a roll over bar to protect the occupants. Internal roll cages are strongly recommended for all cars and the close cutting of rear seats to allow their fitment is allowed.

We know that Targa Rallies are popular and fun. We also want them to remain that way. You can help us by keeping to the rules which allow them to run.

These guidelines are appended to the Supplementary Regulations for this event.

AMSC Targa Scrutineering Video: https://www.youtube.com/watch?v=tq8OLUc2S_w

OPERATIONS HEALTH AND SAFETY REGULATIONS

1. GENERAL

Every person participating in the Event, whether employed or voluntary, shall take reasonable care for the health and safety of themselves or other persons who may be affected by his/her acts or omissions during the operation of the event.

In the implementation of these requirements the Organisers have:

Appointed the Clerk of the Course as the person responsible for all health and safety matters in connection with the event, to whom support staff have been allocated to monitor all health and safety regulations and aspects of the event.

Arranged for those participating in the event, whether employed or voluntary to be provided with a copy of this statement.

Provided training and instructions to officials who will supervise health and safety aspects of the event at Service Areas and Support Areas.

Taken steps to ensure that, as far as reasonably practicable, those not directly involved in the event, but who may be affected thereby, are not thereby exposed to risks to their health and safety by virtue of non-compliance with this statement and the attached instructions.

Published recommendations for distribution to competitors relating to the manner in which servicing and re-fuelling of competing cars shall take place in Service Areas and Support Areas and the manner in which petroleum spirit is conveyed and stored.

2. OFFICIALS' OBLIGATIONS

All officials are required to acknowledge in writing that they have received, read and understood this statement.

All officials are required to take reasonable care throughout the event for the health and safety of themselves, the competitors and all personnel operating on their behalf and all other persons who may be affected by their operations during the event.

3. COMPETITORS' OBLIGATIONS

All competitors are required to acknowledge in writing that they have received, read and understood this statement and that all personnel operating on their behalf have received suitable training and carry a copy of this statement.

All competitors are urged to comply with the published recommendations relating to:

- o Refuelling of competing cars.
- o Conveying and storage of petroleum spirit.
- o Equipment and working practices.

All competitors are required to take reasonable care throughout the event for the health and safety of themselves, all personnel operating on their behalf and all other persons who may be affected by their operations during the event.

4. RE-FUELLING OF COMPETING CARS

The re-fuelling should be the last task to be carried out when a car is being serviced.

No other work on the car should be carried out while the car is being re-fuelled.

During re-fuelling a Service Team member must be available in the immediate vicinity of the re-fuelling activity, equipped with a suitable and sufficient fire extinguisher.

Where reasonably practicable a re-fuelling zone should be created around the car of not less than 7

metres (20 feet). Persons not engaged in the re-fuelling should be outside this area. Only the relevant quantity of fuel, required to undertake the refuelling, should be placed in the re-fuelling zone. An ample supply of dry sand or other suitable absorbent material, in a suitable container, together with the means of application must be readily available in the event of spillage of petroleum spirit. Non-static protective flame retardant clothing should be worn at all times by those working within the re-fuelling zone, whether undertaking vehicle servicing or re-fuelling. In the case of any fuel spillage on the flame retardant clothing, this clothing should be removed immediately and replaced with clean flame retardant clothing. Those carrying out the re-fuelling or who are in the refuelling zone should wear oil resistant shoes, no metal soles, and not carry any method of ignition. Smoking is not permitted in service areas, or whilst servicing or re-fuelling is being carried out. No potential source of ignition should be allowed within the re-fuelling zone.

5. THE CONVEYING AND STORAGE OF PETROLEUM SPIRIT

It is required that the conveyance of petroleum spirit on vehicles (other than that contained in the vehicle's fuel tank) complies with the Classification, Packaging and Labelling of Dangerous Substances regulations 1984.

The vehicles must carry the necessary identification, both front and rear, the fuel containers must be marked "Flammable Liquid", and in the driving compartment there must be the correct transport emergency card.

Note: All labels and emergency cards are available to competitors from the MSA.

6. EQUIPMENT AND WORKING PRACTICES

Where reasonably practicable when a car is raised on a jack, axle stands must be put in place before any work is carried out on the vehicle.

The use of electric power tools is not recommended unless these are intrinsically safe for use in flammable atmospheres. The use of pneumatic tools is encouraged.

Teams should ensure that all tools are kept in good and safe condition.

The use of suitable protective clothing is recommended: the correct eye protective equipment when undertaking welding or grinding and suitable hand protection and fire proof blankets when handling sharp, heavy or hot parts of the vehicle.

When carrying out any work relating to the fuel system of the car, the battery must always be disconnected.

7. SERVICE AND SUPPORT AREAS - HEALTH AND SAFETY MEASURES

The organisers have arranged, in relation to each of the Service Areas and Support Areas:

Supervision by a the Event Safety Officer who will operate under the auspices of the person appointed in terms of paragraphs 1.a. above and who has authority to report any competitor who fails to comply with the requirements and recommendations set out in this document.

The supply of suitable and sufficient fire extinguishers.

The provision of suitably equipped and crewed safety vehicles.

The provision of a direct means of contact with the emergency services.