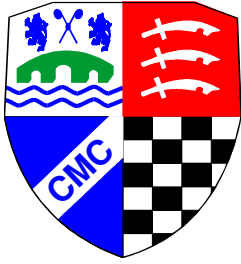


CHELMSFORD MC



Bonfire Targa Rally

Sunday 3rd November 2019

Final Instructions

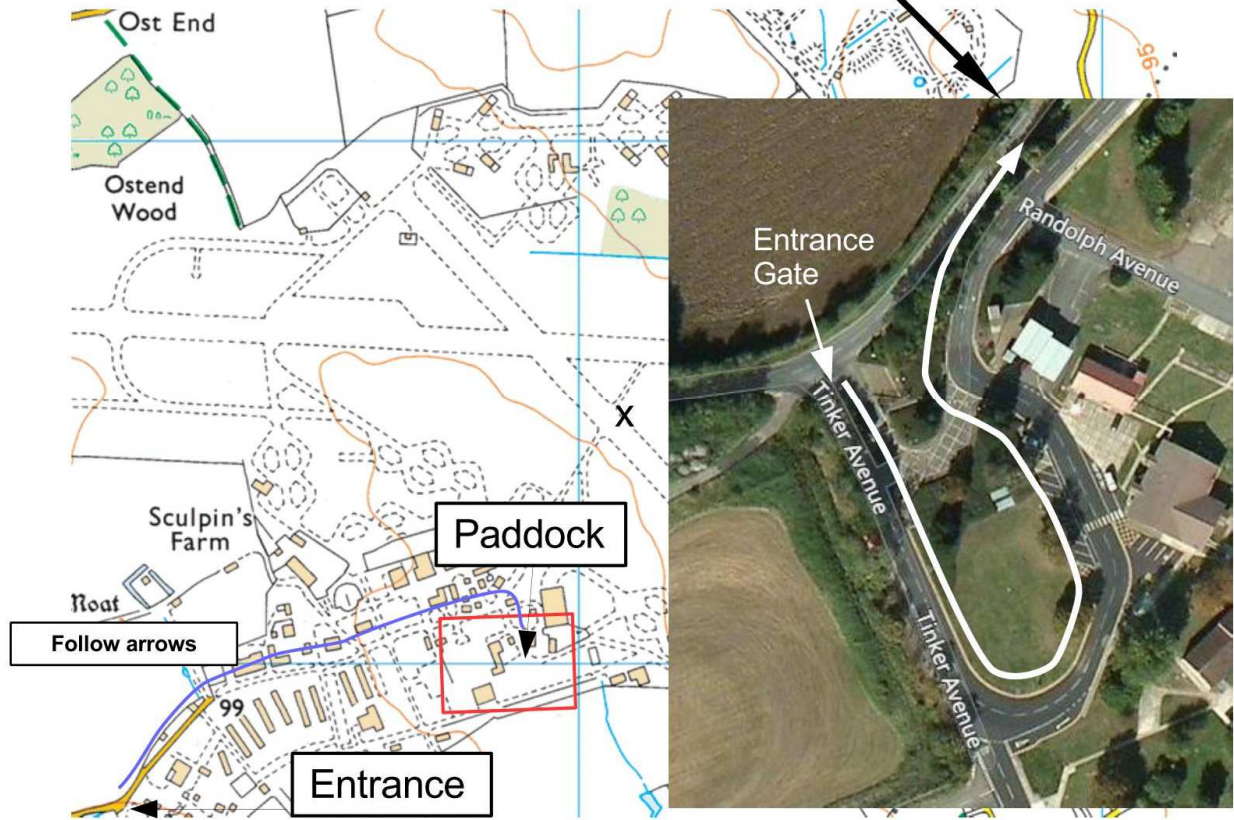
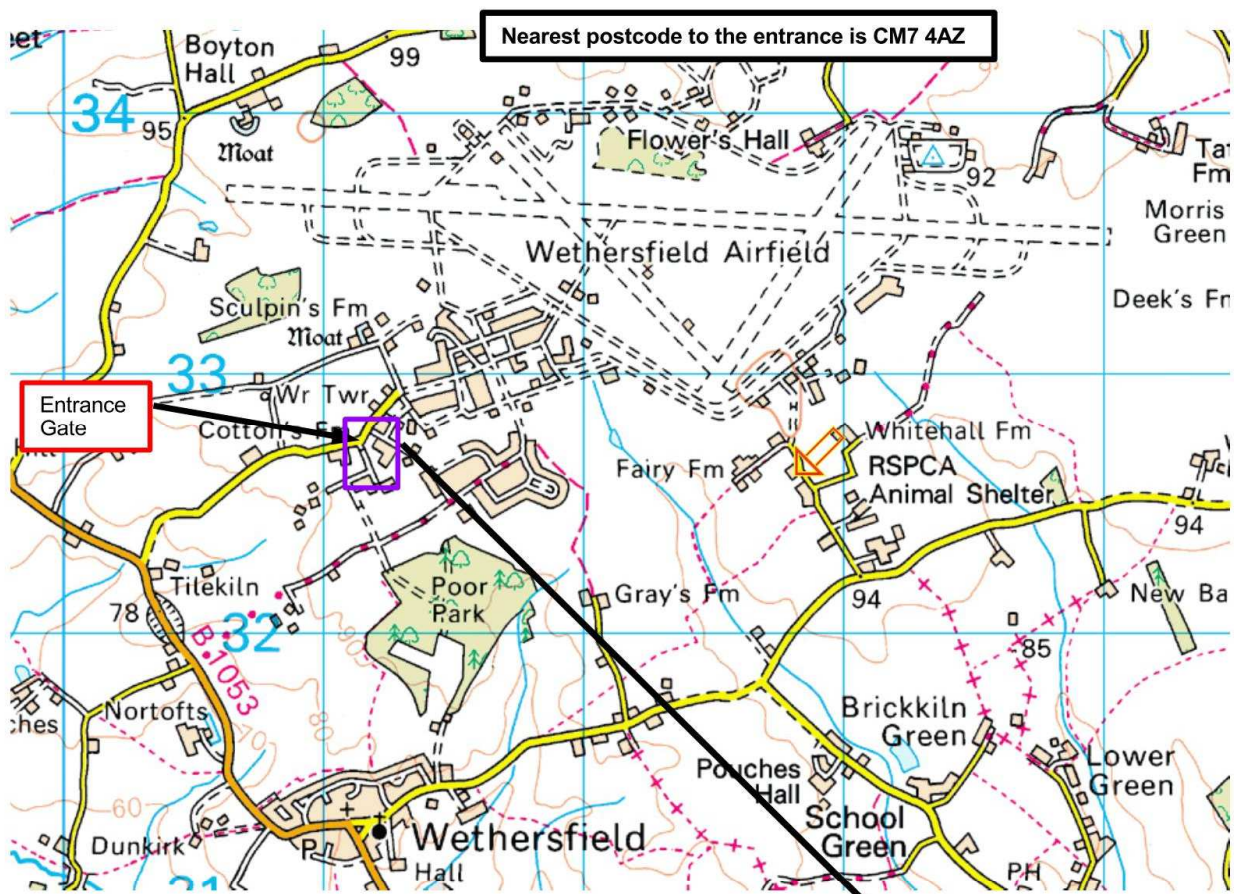
- Petrol** There is no petrol available at the venue. You will need fuel for 25 competitive miles.
- Access** **Access to the venue is available from 6:45am to 8:30am.**
- Access is via the Main gate, map ref. 167 711¾327, postcode CM7 4AZ.
- THE SPEED LIMIT on all areas of the airfield, EXCEPT THE TESTS 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. Access to any buildings is strictly prohibited as may have been condemned as unsafe.
- 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 in the paddock between 07:10 and 08:20. Vehicles must not exceed 98db at 0.5m at 2/3rds maximum rpm. Process sheet will be issued.
- Scrutineering** **Please read the attached scrutineering guidelines and watch the video at https://www.youtube.com/watch?v=tq8OLUc2S_w before presenting your car at 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.
- 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, King's Lynn and District Motor Club, Middlesex County Automobile Club, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford Auto Club.
- Signing-on** Bring your completed process sheet (issued at noise) 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 is due at MTC1 – exit from paddock - at 9:01am and cars start in numerical order from Car 1 at minute intervals. The second drivers (cars 101 onwards) will start the second leg first with first driver starting the third leg first.**
- 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 and near the entrance to the ‘bomb dump’ driving tests.
- 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.
See **(L) Permitted** Tyres here: www.motorsportuk.org/assets/rulechangesjan2019.pdf
- Refreshments We have experienced caterers at the event. Please make use of these facilities. Marshals will be provided with a voucher for one drink and snacks free of charge, as without them the event would not run.
- Tests SR 16 – cars must stop (see SR 17.1 note below) at the lettered board (marked red on the test diagrams) before the passage control and then pull forward to stop at the marshal (SR 16.2). Code and Stop / Go boards will not be used on this event. You must also stop astride the line at each test finish and then pull forward to the marshal.
SR 17.1 – failing to stop astride a passage check or test finish line - 10 seconds.
- Results The rally consists of 15 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
- To be classified as a finisher, you must visit each Main Time Control (MTC) (located at the exit from the paddock within 30 minutes of your due time, start the first test of each time card while it is open, and visit each Results Time Control (RTC) (located on the gazebo in the paddock).**
- 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 Motorsport UK 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”.

Event Format & Time Schedule:

- 6:45 Gates open,
7:10 Scrutineering, Noise Check & Signing On commences
8:30 Gates close
8:45 Driver & Navigator Briefing in Paddock
9:00 Car 0 due at MTC1; Test 1 to commence shortly after
10:15 Test 1 closes
11:00 Car 0 due at MTC2; Test 6 to commence shortly after
12:15 Test 6 closes
12:30 Lunch Break. This allows marshals to return to the paddock.
13:30 Car 0 due at MTC3; Test 11 to commence shortly after
15:00 Test 11 closes
15:30 Last car completes final test. Competitors & marshals help clear up
16:00 Awards

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



OPERATIONS HEALTH AND SAFETY REGULATIONS

Motor Sport UK Service Area Risk Management

Entrants, competitors and service crew members should be aware of their own and other people's safety and wellbeing, when competing in motor sport.

1. All entrants should have an environmental ground-sheet in place before work commences on the vehicle.
2. All service vehicles should have an environmental spill-kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit.)
3. Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled.
4. Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jack. Engines should not be running when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.
5. If re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when re-fuelling commences.
6. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
7. Spillage of any liquid should be contained immediately by the crew concerned.

A. Storage & Use of Petroleum Spirit

1. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.
2. All empty containers should be removed from the venue after the event.
3. Petrol is to be used as fuel only, not for any other purpose.
4. All vehicle re-fuelling is to take place in the open air. A "No Smoking" area should be enforced and an operative should be on standby with a fire extinguisher.
5. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

B. Hazardous Substances

1. Some vehicle parts, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.
2. Where asbestos is used, every effort should be made to prevent dust being released.
3. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
4. Other substances may cause ill health. Suppliers will have information about the possible effects of their products, on request.

C. Electrical Safety

1. All electrical equipment should be maintained in a safe condition.
2. Extension leads & cables should be neoprene, oil resistant flexible cable.
3. All electrical equipment used externally should be weatherproof and tools should be "double" or "all insulated" against electric shock.
4. Electrical equipment and hand tools should not be used where flammable vapours are present.

D. Fire Precautions

1. All competition and service vehicles are recommended to carry a suitable fire extinguisher.
2. Special consideration should be made before lighting any cooking appliance.
3. All sources of ignition should be kept away from any fuel store or re-fuelling area.
4. Fire extinguishers should not be moved from their known location, other than when in use.
5. In the event of any fire, a report should be made to the organisers of the event before leaving the venue.
6. All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.

E. Compressed Air Equipment

1. Air blasts from over inflated tyres can cause severe injury. Tyres should not be inflated above manufacturers' recommendation figures.
2. Always stand clear when inflating tyres.
3. Compressors & air lines should be inspected regularly.
4. Compressed air cylinders should be stored and used to suppliers' recommendations.

F. General Working Practices

1. All working areas should be kept clean & tidy. All waste & spillage should be cleared up immediately, ***removed by the entrant at the end of the event and disposed of in a responsible manner.***
2. Trailing cables & hoses should not be allowed to create a trip hazard and should not be run across access or roadways.
3. Whenever vehicle engines are being run, adequate ventilation must be in place.
4. All safety notices should be complied with.
5. Any personnel carrying out work should ensure that they adopt safe working practices at all times.
6. Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.
7. Children under 16 years of age are to be closely supervised and should not leave your designated area unaccompanied. ***They are children and as such are your responsibility!!***

G. Noise

1. Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.
2. Where exposure to noise is unavoidable, ear defenders should be worn.

H. Manual Handling

1. Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques.

I. Waste

1. Entrants ***should remove all waste*** from the venue, including containers, packaging, tyres, oils etc. ***They must be disposed of it in a responsible manner.***

J. Vehicle Safety

1. A 10 mph speed limit should be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions.
3. The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
4. Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

K. First Aid

1. Any person sustaining injury or illness, should seek treatment from the event emergency services, by initially reporting to the Senior Official in charge of the Service Area, who will ensure the appropriate response.

L. Public Safety

1. Entrants and their associated personnel should act in a manner so as not to put either themselves or any other person at risk of injury.

M. Reporting of Accidents & Incidents

1. All accidents where any person sustains injury, or where damage to property occurs, should be reported immediately to the Senior Official in charge of the Service Area.

N. Further Regulations and Information

1. Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations.