

Javalin's Jumbo Targa Rally

31st March 2019

Introduction

On Sunday 31st March 2019 Anglia Motor Sport Club, in conjunction with Chelmsford Motor Club, will organise a single-venue Targa Rally at Wethersfield Airfield near Braintree, Essex.

The Targa Rally has several 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 a Motorsport UK 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 (CCC), Chelmsford Motor Club (CMC), Eastern Counties Motor Club (ECMC), Falcon Motor Club (FMC), Green Belt Motor Club (GBMC), Herts County Auto & Aero Club (HCAAC), King's Lynn & District Motor Club (KLDMC), Middlesex County Automobile Club (MCAC), Sporting Car Club of Norfolk (SCCoN), Wickford Auto Club (WAC), West Suffolk Motorsport Club (WSMC).

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

Motorsport UK 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.

New tyre rules have been introduced since the 2019 Blue Book was published. See **(L) Permitted Tyres** here: www.motorsportuk.org/assets/rulechangesjan2019.pdf

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 31st March 2019 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 Motorsport UK Permit No: 111031
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 (CCC), Chelmsford Motor Club (CMC), Eastern Counties Motor Club (ECMC), Falcon Motor Club (FMC), Green Belt Motor Club (GBMC), Herts County Auto & Aero Club (HCAAC), King's Lynn & District Motor Club (KLDMC), Middlesex County Automobile Club (MCAC), Sporting Car Club of Norfolk (SCCoN), Wickford Auto Club (WAC), West Suffolk Motorsport Club (WSMC). <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 event 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 for vehicles and people on the venue access list we provide to Wethersfield on Wednesday 27th March. Make sure all your details are correct before then. 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, 27th March 2019.

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 & CMC 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	Spike Rahman	targamarshal@chelmsfordmc.co.uk 07960 367 008
Assistant Chief Marshal	Dave Saint	targamarshal@chelmsfordmc.co.uk
Equipment Officers	Geoff Lobb & Gary Maddocks	
Chief Scrutineer	Peter Brewerton	
Environmental Scrutineer	Paul Brewerton	
Event Safety Officer Radio Controller	Dave Judd	
Medical Support Club Steward	Steve Wood John Conboy	

7. Eligible Cars

See section J and R of the Motorsport UK 2019 Year Book online:

www.motorsportuk.org/assets/bb2019completed-med-res.pdf

And **(L) Permitted Tyres** here: www.motorsportuk.org/assets/rulechangesjan2019.pdf

- 7.1.1. The event is open to all cars compliant with Motorsport UK Year Book 2019 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 2019 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. 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.

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

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

Forced Induction counts as 1.5 times the engine capacity.

Masters: Driver has *won their class* on any Rally with Special Tests in the last 5 years.

Experts: Driver has *previously competed on 5 or more* Rallies with Special Tests.

Novices: Driver has *previously competed on fewer than 5* Rallies with Special Tests.

Endurance and Historic Road Rallies count towards this. Class wins as a Novice on 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 8pm 26th March. 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)

13.2 A driver and navigator may only win one award.

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 visit each MTC and RTC.

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
OTL (over time limit, or maximum lateness)	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
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.