

Javalin's Jumbo Targa Rally

31st March 2024

Supplementary Regulations

Introduction

On Sunday 31st March 2024 Anglia Motor Sport Club, in conjunction with Chelmsford Motor Club, will organise a single-venue Targa Rally at Debden Airfield, Carver Barracks, near Saffron Walden, Essex.

The JJT will use the smoothest parts of Debden with no gravel tracks or "crossings" and a standard car without a sump guard will be suitable. This is an ideal first timer, Street Car, event with a double driving option.

There will be 11 timed tests of between 1 and 3 miles with most containing a loop or lap, in accordance with 2024 Motorsport UK guidelines. Merge junctions will be controlled by manned Stop in a Box Passage Controls.

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 a Clubman event, which requires a Motorsport UK RS Clubman (or higher) competition licence. The RS Clubman licence is free - apply for one here:

<https://rsclubman.motorsportuk.org/>

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 R21 Targa Road Rally rules - all cars must comply with 2024 Motorsport UK Technical Regulations R21.6 to R21.42 inclusive.

Motorsport UK Regulations can be found at <https://www.motorsportuk.org/resource-centre/#yearbook>

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

Supplementary Regulations

1. Announcement

- 1.1 Anglia Motor Sport Club will organise, in conjunction with Chelmsford Motor Club, a Clubman status Targa Road Rally on Sunday 31st March 2024 at Carver Barracks, near Saffron Walden, Essex.

2. Jurisdiction

- 2.1 The event 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: 135100
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, 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.

<https://amsc.org.uk>

And the following clubs:

Weald Motor Club, Cotswold Motor Sport Group, HRCR.

- 4.2 All competitors must produce a valid Club membership card, which will be inspected at signing on, and a **Motorsport UK RS Clubman licence** or higher.
- 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 Debden Airfield.

Please note - petrol is not available at the venue.

5.2 Access

Access to the venue is available from 07:00 onwards and will only be allowed for vehicles and people on the venue access list. No access to the venue will be allowed after 8:30am.

5.3 Noise Check

Noise check will be conducted at MTC1, the start of the event from 09:00. Vehicles failing the noise check will not be allowed to start.

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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 27th March 2024.

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 first car is due at MTC1 – exit from paddock - at 9:01am and cars start in numerical order from Car 1 at minute intervals.

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 scheduled time, start the first test of each time card while it is open, and visit each Results Passage Check (RPC) (located on the gazebo in the paddock).

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.

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6. Officials

6.1 The Officials of the events are as follows:

Clerk of the Course	Jim Bowie	jimbowie555@gmail.com 07799 535 190
Secretary of the Meeting Chief Timekeeper & Results	Tony Michael	arm@chelmsfordmc.co.uk 07747 308 726
Chief Marshal	Richard Bonner	targamarshal@chelmsfordmc.co.uk 07713 327661
Deputy Chief Marshal	Sue Taylor	
Equipment Officers	Geoff Lobb & Gary Maddocks	
Chief Scrutineer Scrutineers	Kevin Peake Rob Dominy Simon Dockray	
Environmental Scrutineer	Paul Brewerton	
Event Safety Officer Radio Controller	Dave Judd	
Rescue & recovery	Ben & Karen Scott	
Medical Support	Jon Horton	
Club Steward	Richard Nel	
Safeguarding Officer	Mark Andrews	safeguarding@chelmsfordmc.co.uk 07889 403310

7. Eligible Cars

See section J, L and R of the Motorsport UK 2024 Year Book online:

<https://www.motorsportuk.org/resource-centre/#yearbook>

- 7.1.1. The event is open to all cars compliant with Motorsport UK Year Book 2024 J5 and the following:
- 7.1.2. Cars do **not** need be taxed. Where applicable a current MoT must be produced.
- 7.1.3. All cars must comply with the 2024 Year Book sections R21 (Targa 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 engine under 1500cc and **diesel engines under 2000cc**.
- 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.
- 7.1.5. Servicing using tools and spares left in the paddock is permitted, and more that 6 tyres may be used.
- 7.1.6. Kit cars must be based on road car mechanicals and will only be accepted at the organisers' discretion.

All vehicles must carry:

- A first aid kit
- High visibility vests or jackets
- An SOS/OK board
- A warning triangle
- A small spill kit (J5.20.13).

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 Vehicles are **not** required to be taxed for road use.

9. Classes

- 9.1 There will be the following classes:

NOTE - new class definitions

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.

Master: a driver that has finished in the top 5 overall of any Road Rally, Targa Rally or Stage Rally in the last 5 years

Expert: a driver who, at the time of entry, falls outside the definition of master or novice.

Novice: a driver who, at the time of entry, has competed on fewer than 6 National 'B' / Interclub Rallies (Road Rally, Targa Rally, Stage Rally, or Endurance Road Rally) and has not won the Novice or Beginner class on a Targa Rally in the last 3 years.

- 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 **80**. All entries and their current status will be shown on the website.

12. Entry List

- 12.1 The entry fee is £95. The closing date for entries is **8pm 22nd 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.
- 12.2 Final instructions will confirm starting times etc and will be posted on the event's web site. 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 5 entries)
Third in Class Driver and Navigator (subject to 8 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 RPC inside Maximum Permitted Lateness.

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. Passage Checks & Route Checks

- 16.1 Route Checks in the form of 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

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| 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 |
| Jumped Start | 10 seconds |

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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)	30 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 1 second, using certified Liege Timers and electronic chips issued to each crew. These chips and associated timecards must be presented to the results crew at the end of each leg of tests. Double entered crews must present their chips and cards at the PC before swapping seats.

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.

20. Safeguarding

Chelmsford Motor Club's Policy Statement on Safeguarding is:

- Everyone, whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.
- All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.
- As defined in the Children Act 1989, anyone under the age of 18 years should be considered as a child for the purposes of this document.

If you have any concerns about safeguarding while at this event please contact the Child Safeguarding Officer or report it to an official named in the Supplementary Regulations and they will instruct the Safeguarding Officer to contact you urgently.

21. Environmental Sustainability

Chelmsford Motor Club has adopted Motorsport UK's FIA accredited Environmental Management System (EMS) framework and will be implementing sustainability practices on this and future events. These include an objective for carbon neutral by 2024; this will be achieved through a donation from entry fees to a verified carbon enhancement scheme. Other actions will include selection of suppliers. We ask all competitors to bear this policy mind as they plan for and participate in the rally. More details can be found on the club's website - chelmsfordmc.co.uk