



THE CHELMSFORD MOTOR CLUB
SUPPORTED BY WICKFORD AUTO CLUB PRESENT



The **Dengie 100** Targa Rally

Sunday 6th September 2026

The Inaugural Dengie 100 Multi-Venue Targa Rally

REGULATIONS



UP TO 18
SPECIAL TESTS!
40 MILES PRIVATE
LAND & 60 MILES
PUBLIC ROADS!



Supporting the
Essex & Herts
Air Ambulance
Your local life-saving charity

The Dengie 100 Targa Rally

6th September 2026

Introduction

In 2017 we ran the very successful Complete Rally Services Targa Rally in Preston area on private land north of Thetford. I had hoped this would become a regular event but unfortunately land access and Covid meant this did not happen.

Since 2024, working with Stuart Kingham (Wickford Auto Club fame), we have secured access to private land on the Dengie Peninsular in Southeast Essex. We have support from 8 landowners to create 18 tests of a total 40 miles plus 60 road miles for a Multi-Venue Targa.

The event will be based at Bradwell-on-sea Airfield, Essex which will also be the location for Rally HQ, the paddock area, scrutineering and trailer parking. The first test is on the airfield, and we will then utilise private farm tracks to roughly follow the coastline down towards Burnham on Crouch returning via Test 9 at a local quarry. Following a lunch halt at around 1pm, we will complete the same tests in the reverse direction, with some variation to the routes. We aim for the first cars to reach the finish at around 4pm.

Test surfaces will be reasonably smooth concrete on the airfield and part of some other tests, some beautifully smooth gravel tracks, undulating grassy tracks with the odd bumps, and some stubble field edges. Some of the tracks used are those used on the old Essex Charity Stages Rally.

For those who may remember me from my time as Clerk of Course on the Preston, this event will not be very rough, but there may be the odd hole or two which we will arrow for safety if necessary, but we are hopeful for some remediation before the event. The entire route has been driven in standard road going cars and is perfectly passable at low speeds, but good ground clearance is necessary, and on some of the tests a sump guard will be desirable if you want to push on regardless.

As always, to make the event a success, we are going to need lots of marshals. If you are unable to compete but would still like to be part of the 2026 Dengie 100 Targa Rally, please contact our chief marshal at jc.davie@btinternet.com. And register & sign on online at <https://chelmsfordmc.co.uk/TargaRally/Dengie26>

We appreciate this is a new event but hopefully the organising teams' credentials and the use of many of the tracks and land used on previous Essex Charity Stages is enough for you to make the visit as a competitor or support us in a marshalling capacity.

As with all major Chelmsford events, this event will be supporting an Air Ambulance Charity, this time the Essex and Herts Air Ambulance Charity.

Event Director - Brian Jaggs BEM

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1. Announcement

- 1.1 Chelmsford Motor Club, will organise a Clubman status Targa Road Rally on Sunday 6th September 2026 based at Bradwell-on-Sea Airfield near Bradwell-on-sea, Essex.
- 1.2 The event will be held under the General Regulations of the Motorsport UK., 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. The event will take place both on public roads (link sections) and private land (special tests).

Motorsport UK National Competition Rules can be found at:

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

2. Permits & Eligibility

- 2.1 The event is open to all fully elected members of Chelmsford Motor Club and Wickford Auto Club and the following invited clubs: AMSC, Weald Motor Club, Cotswold Motor Sport Group, HRCR. Competitors who are not currently a member of any of the invited clubs may apply for Chelmsford Motor Club membership via chelmsfordmc.co.uk/Membership
- 2.2 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.
- 2.3 Drivers must hold a full valid Road Traffic Act driving licence for a car. Navigators must have attained the age of 12 years.
- 2.4 The event will be open to cars complying with 2026 Motorsport UK National Competition Rules Chapter 13 Appendix 11C.
- 2.5 Each crew member may enter in only one competing car, as double driving on this event is not logistically possible.
- 2.6 Motorsport UK Permit No: 207757
- 2.7 Route Authorisation No.: TBA

3. Programme

The Provisional Programme (subject to alteration) will be:

Date	Time	Details
9 th June 2026		Event Supplementary Regulations published
6 th July 2026	20:00	Entries open at https://chelmsfordmc.co.uk/TargaRally/Dengie26
1 st August 2026		Signing on opens at https://chelmsfordmc.co.uk/TargaRally/Dengie26
31 st August 2026	20:00	Entries Close. Venue access tickets will be issued to co-drivers in the next few days.
2 nd September 2026		Seeded Entry List published & pre-event Competitor Bulletin 1 (aka Final Instructions) available on Virtual Notice Board (on Sportity) and event website
4 th September 2026	20:00	On-Line Signing on closes
6 th September 2026	07:30	Rally HQ, located adjacent to the MDV specialist engineering centre at Bradwell-on-Sea airfield, CM0 7QF, opens. Please do not arrive before this time.
	07:45 – 09:15	Noise Test, Scrutineering & Document Collection open
	09:30	Compulsory crew briefing adjacent to the signing on area – timecards will be issued to all attendees.
	10:01	Cars start Leg 1 in numerical order from Car 1 at minute intervals.
	12:40	Car 1 returns to Rally HQ
	13:25	Cars start Leg 2 in numerical order from Car 1 at minute intervals.
	16:00	Car1 Finishes
	17:30	Results expected to be final, followed by awards presentation

4. Officials

Title	Name	Details
Event Director	Brian Jaggs	jaggsies@blueyonder.co.uk 07977 051241
Assistant Event Director	Stuart Kingham	SDK_WickfordAC@hotmail.co.uk 07710 040918
Clerk of the Course	Mark Andrews	markandrews@northkent.ac.uk 07889 403310
Deputy Clerks of the Course	Matt Endean Dave Town	
Event Secretary	Dave Thompson	dktmotorsport@gmail.com 07800 731354 (before 9pm)
Entries Secretary, Chief Timekeeper & Results	Tony Michael	arm@chelmsfordmc.co.uk
Safeguarding Officer	Matt Endean	safeguarding@chelmsfordmc.co.uk
Chief Marshal	John Davie	jc.davie@btinternet.com
Event Steward	Dan Pearson	
Motorsport UK Scrutineer	Bob Blackmore	
Motorsport UK Environmental Scrutineer (Sound)	Dave Barnes	
Event Safety Officer	Ryan Sales	
Equipment Officer	Gary Maddocks	
Radio Controller	Dave Judd	
PR Team	Brian & Gordon Milbank	
Photographer	Andy Manston of M&H Photography	

5. Entries

- 5.1 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 **60 on a first come first served basis, plus up to 20 reserves**. The minimum entry is 40. Should the minimum number not be reached the organisers reserve the right to cancel all or part of the meeting. All entries and their current status will be shown on the event website.
- 5.2 The entry fee is £165. The closing date for entries is 8pm Wednesday 2nd September 2026. 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.
- 5.3 For the purposes of seeding the entry list, previous results entered on the entry form will be used. In the event of a query or dispute the Clerk of the Course's decision is final.

6. Insurance

- 6.1 Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself. The Motorsport UK Master Public Liability policy provides third party cover for activities falling under the Event Permit, but this policy specifically excludes any form of Road Traffic Act liability.
- An additional third party "top-up" insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the Permitted Event that take place on the public highway. This policy provides cover to compliment but not replace your own motor insurance.
- The acceptance criteria for this scheme are as follows:
- Drivers must be aged 19 years or older
 - Drivers must be UK residents for over 1 year, and have held a Full UK Car Licence for at least 6 months
 - Drivers must have not been banned from driving in the last 5 years, and no criminal convictions
 - Drivers must have no more than 6 penalty points on their licence and/or no more than 1 fault motor claim in the last 3 years in their history
 - Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving
 - Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy
 - Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)
 - Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached
 - Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy. If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organisers an additional fee to cover the Motorsport UK permit surcharge. **The basic rate per driver for the Insured event, before any loadings is £45**

7. Vehicle Requirements

- 7.1 The event is open to all cars compliant with Motorsport UK 2026 NCR Chapter 13 App. 11C Arts 2-6 (Targa Road Rally). Hybrid and Battery Electric Vehicles are not permitted.
- 7.2 Cars must be taxed and insured for rallies using the public highway and have a current MOT where applicable.
- 7.3 In accordance with NCR Ch.13 App.11C, engines may only 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 engines under 1500cc and diesel engines under 2000cc.
- 7.4 Kit cars must be based on road car mechanicals and will only be accepted at the organisers' discretion.
- 7.5 No more than two additional wheels are to be carried inside the competing car.
- 7.6 All vehicles must carry:
 - o A first aid kit
 - o An SOS/OK board
 - o High visibility vests or jackets
 - o A warning triangle
 - o A small spill kitIt is recommended that all Competitors carry a fire extinguisher that is positioned and secured appropriately.
- 7.7 Tyres must comply with NCR Chapter 8 Appendix 4 – Article 3.1
- 7.8 The maximum tyre allocation for this event is increased to 8 (NCR Ch.13 App.11C Art.4.1).
- 7.9 Up to two wheels in addition to those carried in the car may be stored at the lunch halt area. These may be fitted only by the competing crew using tools carried in the competing car.
- 7.8 All vehicles will be scrutineered and tested for compliance with road rally vehicle and noise regulations: 98dB(A) at 0.5m or 86dB(A) at 2m at 2/3 maximum revs as per NCR Ch. 13 App.1 Art.7.

7.9 Prohibited Equipment:

- Competitors may not wear crash helmets of any type.
- The use of intercoms for competitors other than those with medical dispensation is not allowed.
- Pace notes or any map, diagram or written sheets not provided by the organisers. Marking up the roadbook and test diagrams is permitted.

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

7.12 Competitors may carry and use mobile telephones, smartphones and equivalent devices.

7.13 Any in-car cameras to be used must be fitted on presentation at scrutineering. Filming or recording of the event by competing crews will be permitted only using cameras fitted to the competing vehicle prior to scrutineering, and recording will be allowed on only special tests and not on public road sections – see Motorsport UK 2026 NCR Ch.13 App.11C 2.2.

8. Classes

8.1 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 engines will have their capacity increased by a factor of 1.5 for the purpose of identifying class eligibility.

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 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.

8.2 The Organisers reserve the right to alter classes if they think that is appropriate.

9. Identification

9.1 Cars will be identified by a Rally Plate, to be displayed on the bonnet, and competition numbers; both supplied by the organiser. These numbers shall be in place at the top of the rear side windows (or equivalent space on two-seater vehicles). They must be removed upon finishing the event. It is the responsibility of competitors to ensure that Rally Plates and numbers are visible throughout the event.

10. Event Documentation

- 10.1 Before, during and after the event, official notices will be displayed on the official notice board in the paddock area and on the event Sportity channel. Competitors may have to sign for notices on the official notice board.
- 10.2 Final instructions will confirm starting times etc and will be posted on the event’s web site and via the events Sportity channel. It is our intention to keep this event relatively paperless and so where possible all documentation will be electronic. 10.3 On the day of the event, following scrutineering and signing on, competitors will be supplied with all necessary instructions, roadbook (including the location of Give Way junctions), diagrams, maps and timecards to allow them to complete the rally within the overall event timetable.



11. Route & Special Tests

- 11.1 The start, scrutineering, noise, the paddock, the lunch halt, finish and Rally HQ are all located adjacent to the MDV specialist engineering centre at Bradwell-on-Sea airfield.
- 11.2 The route will be run in two legs, morning and afternoon, each with up to 20 miles of special tests and 30 miles of public roads.
- 11.3 Each leg will start from Rally HQ at a Main Time Control, with the route back to the Rally HQ Results Passage Check defined as a Transport Section including Special Tests within the time schedule.

- 11.4 Each Special Test must be visited in the order defined in the event documentation and completed within the event time schedule. All of the tests will be defined by diagrams with the route clearly marked by arrows, letter boards and other equipment or physical barriers.
- 11.5 Manned Passage Controls will be utilised. A signature by the marshal standing at the passage control is required in the appropriate box on the provided timecard. You **must** stop astride the line at a two-cone gate at the passage control and then pull forward to the Passage Check control board where a signature is required. Failure to obtain the required signature/s will result in a wrong test penalty.
- 11.6 Unmanned Passage Controls in the form of Passage Control board followed by a code board consisting of two 8 cm letters on a white background of not less than 315 sq cm may replace manned passage control on some tests to ensure that the correct test route has been completed. The letters must be recorded on the competitor's timecard. Failure to accurately record the code will result in a wrong test penalty.
- 11.8 Crews will start the event and each special test at minute intervals and will be timed to the second and each special test finish 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 Results Passage Check end of each leg.
- 11.7 On any special test on which you are forced to stop or have an incident, you must display your OK board if you do not require emergency assistance. If you require assistance, then, if possible, you must display your SOS board. If you arrive at a stopped competing car not displaying an OK board, or displaying an SOS board, you must stop at the scene and remain there if you are first on scene to help until an official arrives. If the crew have not been able to display an SOS board, you must display yours at the scene. If you ascertain that you are second or subsequent on scene you must proceed to the test finish and report the incident and the number of the competing car requiring assistance. The penalty for non-compliance with this process is disqualification and a report made to Motorsport UK.
- 11.9 Only the tracks on private land that are defined in the road book may be used. Driving on other tracks (white roads) will result in disqualification.
- 11.10 Please note - petrol is not available at the start venue, nor is refuelling of any vehicles allowed IN THE PADDOCK AREA or at the rest halt. The defined link section route includes an optional visit to a suitable petrol station where pump fuel is available.

12. Penalties

Penalties will apply as per Motorsport UK NCR Ch13 App.7A. Art.1 and any amendments that Motorsport UK may make, apply:

	Details	Penalty
12.1	Breach of SR 6 – Vehicle Regulations, including prohibited and required equipment:	Disqualified from the event.
12.2	SR3 Failing to attend the drivers’ briefing:	Disqualified from the event.
12.3	Contravention of SR10.3 & 8 – not following the correct route (Ch13 App.7A. Art.1 k is enhanced):	Disqualified from event
12.4	Arrival before scheduled time at a Main Time Control:	2 minutes/minute
12.5	SR13.2 - Not reporting or reporting within 30 minutes of scheduled time (OTL) at a Main Time Control:	Retired
12.6	SR16 - Excessive speed or driving likely to bring motor sport into disrepute. Excessive noise. Failing to stop at a Give Way junction:	Disqualified from event
12.7	SR13.2 - Failing to start to attempt 75% of all special tests.	Retired
	On the Special Tests NCR Ch13. App.4 Art 8 is extended:	
12.8	Jumped Start:	10 seconds
12.9	Taking the Bogey Time or Less:	Bogey time
12.10	Taking longer than the Bogey Time but less than the Maximum Time:	Actual time taken (in seconds)

12.11	Taking longer than the Maximum (target) Time, or failing to start/complete a test, failing to complete a test in the correct sequence as per the route instructions, including failing to get a Passage Control signature or to record a Route Check letter board in the correct box on the time card. See SR11.	Test Maximum
12.12	Wrong side of a cone or marker	20 seconds for first offence, then Test Maximum
12.13	Hitting a cone or marker	10 seconds per occasion
12.14	Failing to stop astride test finish line or in a manned passage control box	10 seconds per occasion
12.15	Failing to use correctly an SOS / OK Board (see SR 11.7)	Disqualification and report to Motorsport UK

13. Results

- 13.1 Provisional results will be published during the day on the event Virtual Notice Board and finalised prior to the awards presentations. Appeals and Protests will be dealt with in accordance with NCR Ch.2 App. 4.
- 13.2 To be classified as a finisher a crew must visit each Main Time Control (MTC) (located at the exit from the paddock area within 30 minutes of scheduled time, attempt at least 75% of the special tests and visit each Results Passage Check (RPC) (located in the gazebo in the paddock area).

14. Awards

- | | | |
|------|-----------------|---|
| 14.1 | 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) |
- 14.2 A driver and navigator may only win one award.
- 14.3 In the event of a tie, NCR Ch.13 App.5 Art. 11.8 will apply.

15. Recovery

- 15.1 Motorsport UK licenced Rescue and Recovery units will be in attendance along with additional Specialist Recovery Vehicle (SRV) units located at suitable locations at tests/rally route.

16. Driving Standards

Driving Standards Observer(s) appointed will be identified by means of a plain white decal on each side of their car. They shall be deemed Judges of Fact and Driving Standards Observers in respect of the noise level of competitors, both prior to the start and during competition and in respect of unauthorised assistance.

With regard to noise level and at their absolute discretion, observers shall be empowered to disqualify a competitor by removal of their timecard and instructing the competitor not to continue or by acquainting the Clerk of the Course with their decision at the earliest practical opportunity. Observers nominated for this purpose shall be Judges of Fact in respect of any competitor undue noise or failing to stop at a Give Way Junction (where required) or any behaviour deemed detrimental to good public relations during the course of the event.

17 Damage Declaration

- 17.1 As per NCR Ch13 App.13 Art.14.4 and NCR Ch13 App.13 Art.14.5: competitors who retire, or at the conclusion of the event, shall sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of such incidents. This will be an online form which must be completed within 72 hours of the finish of the event. Failure to complete this declaration may be penalised by a fine of up to £100.

18. Safeguarding

The safety and wellbeing of all people is, and must always be, paramount to any other consideration Club events and activities will follow and adhere to the Motorsport UK Race With Respect values and the Motorsport UK Safeguarding policies, procedures and guidance All participants regardless of age, gender, ability or disability, race, faith, culture, size, shape, language or sexual identity have the right to be protected from abuse or harm All allegations, suspicions or concerns of abuse, neglect, harm and poor practice will be taken seriously and responded to swiftly, fairly, confidentially and appropriately by the Club Safeguarding Officers and other agencies including Motorsport UK's Safeguarding team in accordance with the procedures in this policy.

19. Environmental Sustainability

Chelmsford MC as a Motorsport UK Sustainability Accredited club, will be undertaking a review of the planning and running of the event to minimise the impact of the event. The club will calculate the carbon produced by the event and offset this via donations to support the work of Essex Wildlife Trust.

More details can be found on the club's website - chelmsfordmc.co.uk

20. Photographs

The official photographer for the event will be M&H Photography

www.mandhphotography.co.uk

Photographs will be emailed directly.

21. Accommodation

Details of hotels and bed and breakfast accommodation in the area can be found online and a publish listed will be available on the event Sportity channel.

22. Acknowledgements

Essex and Herts Air Ambulance Charity

Motorsports UK

Essex Police Rally Authorisation Team

MSUK Route Liaison Officers for Essex

Andrew Manston (M and H Photography)

All residents along the event route

All marshals, other officials, volunteer helpers

The owners, agents, managers, tenants & staff of all private property incorporated into the event route:

Paddock MDV Specialist Engineering – Peter Bennett, Adam Bennett, Sam Bennett

Paddock Blackwater Preservation – Gordon Claydon

Airfield Test Mark Pryor and Billy Orrin

East Hall Farm Alan Ponder

Eastlands Chris and Olly Mee, Alan Ponder, Michael Fowler

Grange Farm Chris and Olly Mee, John and Ben Fisher

Wallasea Farm Roger Forster

Deal Hall Alan Ponder and Edward Hull

Middlewick Wind Farm Alan Ponder

Southminster Hall John and Ben Fisher, Mark Thorogood

Asheldham Quarry Steve Finch and Phil Stanley

Chelmsford Motor Club and Wickford Auto Club wishes to offer sincere thanks to all of the above, without whom ‘The Dengie 100’ would not be possible.



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By participating in a Motorsport UK event,
in any capacity, you are agreeing to follow the
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