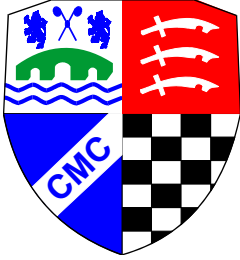


CHELMSFORD MC



Debden Targa Rally

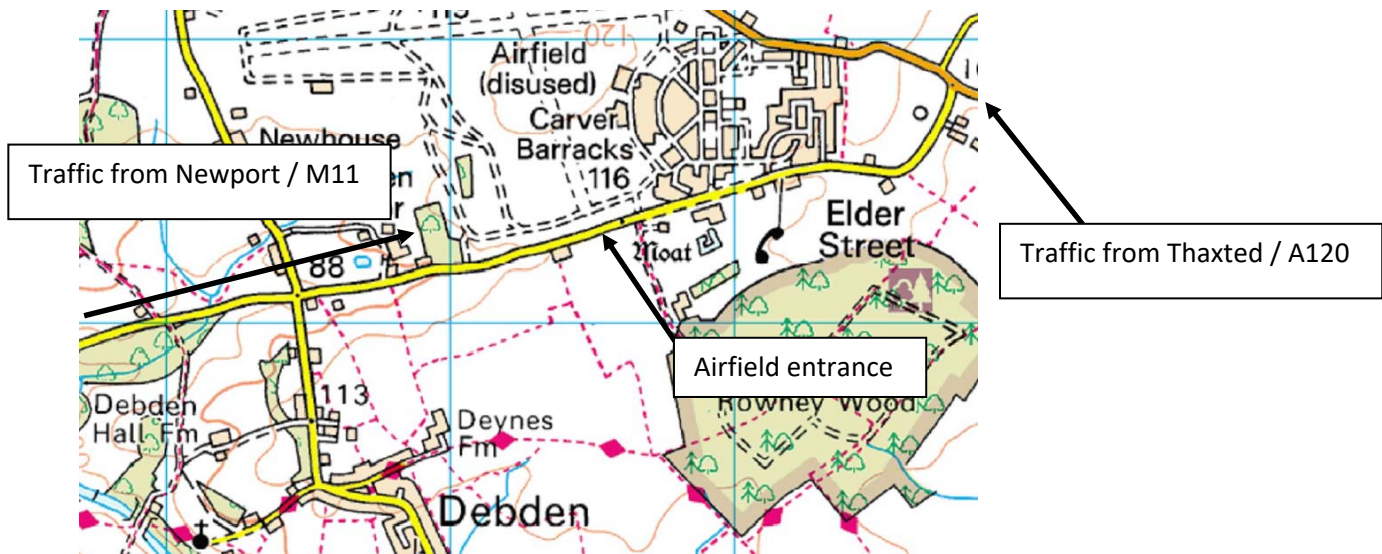
Sunday 18th October 2026

Competitor Bulletin 1

Access

Access to the venue is available from 07:00 to 8:30 only, via the airfield gate – see map below. **NOT the main barracks security gate** See map below.

Post Code (close by) - CB10 2YA Map Ref. 154 / 566.6 344



Event Format & Time Schedule:

- 7:00 Gates open
- 8:30 Gates close
- 8:45 Drivers' briefing – compulsory attendance for all crews
- 9:01 Car 1 due at MTC1; Test 1 to commence shortly after
- 10:30 Test 3 closes
- 11:01 Car 101 due at MTC2; Test 4 to commence shortly after
- 12:30 Test 6 closes. Lunch Break. This allows marshals to return to the paddock.
- 13:31 Car 101 due at MTC3; Test 7 to commence shortly after
- 14:45 Test 8 closes
- 15:15 Car 1 due at MTC4; Test 9 to commence shortly after
- 16:30 Last car completes Test 11. Competitors & marshals to help clear up
- 17:00 Awards Presentation & Departure



Scrutineering Please read the relevant Motorsport UK National Competition Rules and the event Supplementary Regulations.

A process card will be issued at the front of the scrutineering queue. All cars will be checked prior to signing on for basic safety 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. Brakes are free but must comply with Construction and Use Regulations.

A hydraulic handbrake is permitted where a functioning mechanical system is also present. 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. Forced induction up to 1500cc petrol or 2000cc diesel are allowed.

Mandatory & Restricted Equipment

Please note the requirements in the NCR Ch13 App. 11 Part C for first aid kits, hi-viz vests, spill kits, OK / SOS Boards and warning triangles to be carried in each competing car.

This is a military venue and in car video or photography is not permitted.

Documentation After scrutineering, event documentation can be collected at the results gazebo on presentation of a completed process card.

Drivers' Briefing Will be at 0840 in front of Rally HQ – the Chelmsford Motor Club gazebo. At least one member of each crew must attend as there will be some important information communicated about the running of the event during the day.

Noise Test All cars will be tested for noise in the queue before MTC1 prior to starting the driving tests. Vehicles must not exceed 98dbA at 0.5m at 2/3rds maximum rpm; any car exceeding the limit will not be allowed to start.

Start time **The first car is due at MTC1 – exit from paddock - at 09:01 and cars start in numerical order from Car 1 at minute intervals. For double-driven crews, the first driver (Cars 1-29) will drive the first and last groups of tests (1-3 and 9-11) first and second drivers (cars 101 onwards) will start the second and third groups of tests (4-6 and 7-8) first. The single-driven cars are seeded in the middle of the field (30-50). The event time schedule has gaps between the groups.**

Notices Official notices posted on the noticeboard in Rally HQ 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(s), is not permitted.

Amendments SR 2.1 is amended with the following additional invited clubs:
Boundless, Harrow CC.
SR4 – Officials – Motorsport UK Scrutineer is now Mike Betts

Toilets Toilet facilities are provided in the paddock area and near the start of some of the driving tests.



AMSC & Chelmsford MC - Debden Targa Rally - Sunday 18th October 2026

www.chelmsfordmc.co.uk

- Car Numbers** Each documentation pack will contain A4 printed car numbers – yellow on a black background. They are not self-adhesive, so we recommend fixing them inside the rear window (where possible) using a clear plastic document wallet. Double-driven cars will need to change the numbers (or use black tape to cover the unused '1') and must display the correct number for the running order on each set of 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. Some crews use knobbles as there is some gravel, but the majority of the route is smooth concrete and tarmac.
- Tests** Code and Stop / Go boards will not be used on this event.
- There are Passage Checks in the tests – you must stop in the four-cone box and then pull forward to the marshal for a signature on your timecard.
- At each test finish, you must stop astride the line and then pull forward to the marshal.
- There are significant changes to each leg of tests during the day, including reversals, different routes and different locations of passage checks. Please pay careful attention to the test diagrams.
- Petrol** There is no petrol available at the venue. You will need fuel for 18 competitive miles plus five link miles
- Results** The rally consists of 11 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).**
- Safeguarding** Anglia Motor Sports Club and Chelmsford Motor Club take the safety and well-being of children and vulnerable people very seriously and follow Motorsport UK's Safeguarding Policy. If you have any concerns please in the first instance raise them with the clerk of course or the club's safeguarding officer on 07392 327976
- Environmental Management**
- Chelmsford Motor Club is accredited to the Motorsport UK Environmental Management System scheme and takes its environmental responsibilities seriously. Whilst we recognise that all motorsport events have some impact on the environment, we take steps to minimise or offset this – including measuring carbon emissions, buying sustainable or recycled items such as paper and glass trophies and having a 'zero waste' policy when leaving venues.
- 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 groundsheets.
- 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.

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

Official Document

Published 20:00 Sunday 11th October 2026



Remembering Andy Manston

Anglia Motor Sport Club and Chelmsford Motor Club members have for many years been familiar with Andy Manston's event photographs. We were all saddened by his untimely death, only a few days after being official photographer on the East Anglian Classic (key officials from which are also running this event).

However, we are very pleased to welcome to the Debden Targa Andy's family – Sarah, Grace and Abi – who are supporting a motorsport weekend to celebrate Andy's life. The family and many of our targa competitors will also be at the Ashford Autosolo the day before, doing something Andy was famous for – fitting in as many motorsport events as possible in one weekend. Grace may even be taking a few photographs during the day.

Andy was seen at many events, with cheerful greetings and a hug or handshake passing both ways. It often felt as though he was at every event, no matter whether it was a night rally in East Anglia or a daytime event in the South West the very next morning. He was the Official Photographer to many different events, which demanded quality and reliability.

Recognising the importance of the people at an event, Andy was especially diligent in covering all crews. An image of a first-time crew running at the back of the field could mean more to them than a stack of photos would to front-runners.

Andy had a gift for seeing not only the cars but the people who made rallying what it is. That would include images of crews earnestly plotting routes on their maps by torchlight in their cars, moments of laughter while relaxing between special stages, or capturing gatherings of marshals supporting rallies.

The photographs Andy leaves behind are an enduring record of our sport, but they are only part of his legacy. Most striking is the affection in which he is held by competitors, organisers, marshals and friends across the sport.

Andy wasn't simply the photographer at an event – he was part of the rally family



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 the paddock, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians - 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 the paddock
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 report to the Event Secretary or Clerk of the Course. A motorsport paramedic is attending the event and will be summoned as appropriate.

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

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.

