

Debden Bomb a Long Targa Rally

2nd September 2018

Introduction

On Sunday 2nd September 2018 Anglia Motor Sport Club, will organise a "closed to club" single-venue Targa Rally at Debden Airfield near Wimbish, Essex in association with Wickford Auto Club (WAC) and Sporting Car Club of Norfolk.

Debden is home to the EOD of Her Majesty's forces (The people who deal with things that go bang) and we thank them for their cooperation in making the venue available to us for a day's sport.

The Targa Rally has a number of one to two mile driving tests set out in different layouts which will vary during the day.

The permit for this event means that it is run as a closed-to-club event which avoids the need for an MSA competition licence but means all competitors must produce a club card of any Anglian Motor Sport Club member club at signing on.

Please apply for Wickford Auto Club Ltd membership via Wac website if needed.

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>

The Targa Rally will be open to cars complying with Road Rally or Historic Road Rally regulations. See SR 7 for more details.

MSA 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.

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

There is an award for best historic if there are 5 or more entries with Historic Road Rally cars.

Supplementary Regulations

1. **Announcement**

- 1.1 Anglia Motor Sport Club will organise, in conjunction with Wickford Auto Club (WAC) and Sporting Car Club of Norfolk Ltd, a Clubman status Targa Rally on Sunday 2nd September 2018 at Debden Airfield in 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 MSA Permit No: TBA
- 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), Kings 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 Debden Airfield.
Please note – petrol is not available at the venue.

5.2 **Access**

Access to the venue is available from 07.15am onwards and will only be allowed to competitors and their support teams. No access to the venue will be allowed after 08.45am.

5.3 **Noise Check**

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 o will be within or adjacent to the Paddock area. Any competitor not signed on by 9am will not be allowed to start.

Please remember that this event is held under a Road Rally Permit and therefore cars must comply with the appropriate vehicle rules for this type of event. These can be found in the MSA Year Book which can be found on the MSA website if required. A confirmation check list of those items that are likely to be checked will be available before the event.

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, 29th August 2018.

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 in the paddock.

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 at least an hour and the event will finish by 4.30pm with an awards presentation at around 5.00pm.

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 events.

6. Officials

6.1 The Officials of the events are as follows:

Clerk of the Course	Stuart Kingham	sdk_wickfordac@hotmail.co.uk
Deputy Clerk of the Course	Chris Hunt	Martin Newson
Secretary of the Meeting	Robert Kingham	sdk_wickfordac@hotmail.co.uk
Chief Timekeeper & Results	Dave Bell	percy@SCCoN.co.uk
Chief Marshal	TBA	
Chief Scrutineer	TBA	
Historic Eligibility Scrutineer	TBA	
Environmental Scrutineer	TBA	
Event Safety Officer	TBA	
Radio Controller	TBA	
Club Steward	TBA	

7. Eligible Cars

See section J and R of the MSA 2018 Year Book online:

www.msauk.org/assets/bb2018completelow-res.pdf

7.1.1. The event is open to all cars compliant with MSA Year Book 2018 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 2018 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. Waivers are available for Historic Road Rally cars (compliant with R19) in respect of number of cylinders, number of carburettor chokes, number of camshafts, or turbo (see R19.5.1.).

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.

- 7.1.6. 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.

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 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 except for historic vehicles over 40 years old.
- 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 or Gymkhana with Special Tests in the last 5 years.

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

Novices: Driver has previously competed on fewer than 5 Rallies or Gymkhanas 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.

9.2 Competitors can only enter one class. The Organisers reserve the right to re-classify a vehicle 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 and double drivers must display the correct number relevant to the driver.

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 28th August 2018. 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 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 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)
	Best Historic	Driver and Navigator (subject to 5 entries with R19 Historic Rally Cars)

13.2 A driver and navigator may only win one award other than Best Historic.

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 Wickford Auto Club and Anglian Motorsport Club web sites.

14.2 To be classified as a finisher, you must start the first test of each time card and visit each results PC.

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. Boards

16.1 Code boards consisting of two 8 cm letters or numbers 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 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 four wheels:	10 seconds per occasion
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.