

Chelmsford Motor Club

CORBEAU



seats rally

TENDRING & CLACTON

25th & 26th April 2020



Regulations



2020 AEMC and ASEMC Stage Rally Championship



#tendringrally

corbeauseatsrally.co.uk



@corbeaurally



Predator SV
FIA 8862-2009



Predator GT - 6 Point
FIA 8862-2009



Revenge X
FIA 8855-1999



Revolution X
FIA 8855-1999



Pro-Series X
FIA 8855-1999



Sprint X
FIA 8855-1999

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Foreword

Welcome to the Corbeau Seats Rally Tendring & Clacton 2020. It's year three already and who would have believed a rally in Essex would be approached to be a round of the British Rally Championship!

I would like to reassure all our long standing competitors that the inclusion of the British Rally Championship will not affect the running of the rally or the welcome and support we will continue to give to our local and clubman competitors.

The significant innovation for 2020 is a 'Seafront Special Stage' run twice on the evening of Saturday 25th April 2020. This will run in reverse seeded order and conclude with a firework display next to the stage finish at Clacton Pier.

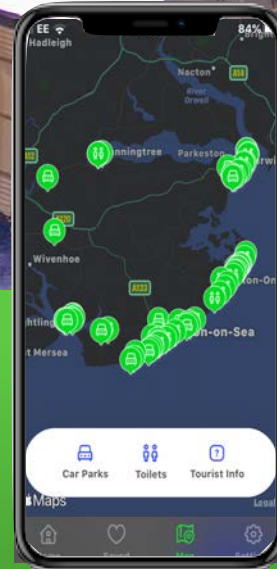
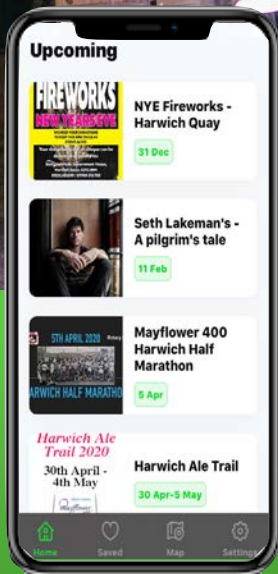
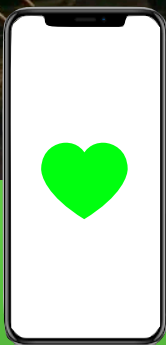
The VIP hospitality area was a great success in 2019 and will continue in 2020. This will be fully catered and provide a unique spectating area. Tickets are available at £55 for a full day's food, drink and entertainment provided by experienced and professional local company, Black Jacket Events. Please see the advert in the regulations or on the website for more details.

Victor Lee, Managing Director of Corbeau Seats had this to say: "After two successful years, Corbeau Seats Rally Tendring & Clacton joins the British Rally Championship in 2020, well-deserved recognition of Chelmsford Motor Club's ground-breaking vision and the professionalism shown by its team in executing the event. As we move into a new decade, we all look forward to working alongside the Club once again on the branding and marketing of the event. See you in April!".

All our other sponsors and supporters also deserve a huge thank you together with the unsung behind the scenes officials and marshals who have put an inordinate amount of effort into ensuring the rally runs successfully.

I look forward to you joining us on Saturday and Sunday 25th/26th April 2020.

Tony Clements.
Event Director.



TENDRING

Welcome to Love Tendring, your one stop shop for all events and tourism information from the Essex Sunshine Coast.

Turn a great day in Tendring to one you will never forget by plugging into everything that is going on throughout the year with the very latest updates. From quaint heritage events, evenings in the theatre, health and fitness and blockbuster sports there is always something going on in Tendring.

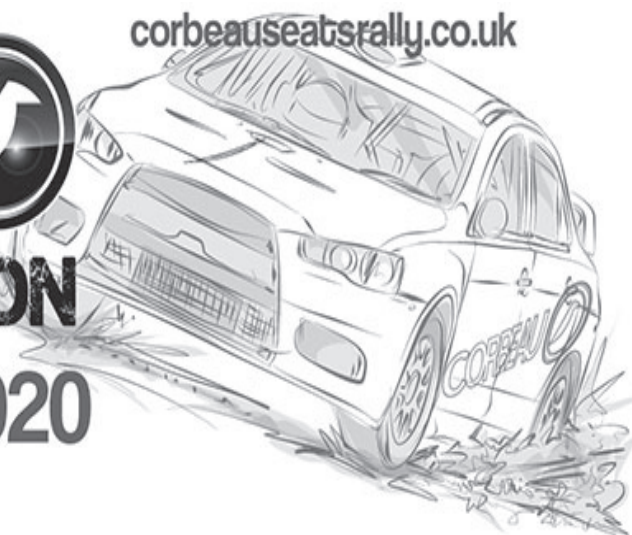


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events@blackjacketgroup.com

01206 827883



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Supplementary Regulations

TC SS	Location	SS Dist. Miles	Liaison Dist. Miles	Target Time	First Car Due
MTC 1		-	-	-	17:57
SSS 1	Clacton Seafront 1				18:00
SSF 1		1.04			
TC2			0.98	00:05	18:07
SSS 2	Clacton Seafront 2				18:10
SSF 2		1.04			
TC 2A (In)	Parc Ferme In		1.16	00:06	18:18
Saturday Totals		2.08	2.14	97%	

Re-Start (Section 2) Sunday 26th April 2020

TC SS	Location	SS Dist. Miles	Liaison Dist. Miles	Target Time	First Car Due
TC 2B (Out)	Parc Ferme Out	-	-	-	08:00
TC 2C (In)	Service In	-	0.40	00:05	08:05
Service A - Marine Parade West		-	(0.4)		
TC 2D (Out)	Service Out - Start (Clacton)	-	0.50	00:25	08:30
TC 3			10.14	00:27	08:57
SSS 3	Promotive Engineering 1				09:00
SSF 3		6.53			
TC 4			3.38	00:11	09:24
SSS 4	Cadman Construction 1				09:27
SSF 4		3.56			
PC A	Passage Check A				
TC 5			3.39	00:12	09:46
SSS 5	Weston Homes 1				09:49
SSF 5		5.37			
TC 6			5.22	00:17	10:16
SSS 6	MGJ Engineering 1				10:19
SSF 6		2.41			
MTC 6A (RC In)	Clacton Regroup In	-	5.62	00:18	10:42
TC 6B	Clacton Regroup Out - Service In	-	0.00	00:23	11:05
Service B - Marine Parade West		(17.87)	(27.75)		
TC 6C (Out)	Service Out - Re-Start Clacton	-	0.40	00:45	11:50
TC 7			10.14	00:27	12:17
SSS 7	Promotive Engineering 2				12:20
SSF 7		6.53			
TC 8			3.38	00:11	12:44
SSS 8	Cadman Construction 2				12:47
SSF 8		3.56			
PC B	Passage Check B				
TC 9			3.39	00:12	13:06
SSS 9	Weston Homes 2				13:09
SSF 9		5.37			
TC 10			5.22	00:17	13:36
SSS 10	MGJ Engineering 2				13:39
SSF 10		2.41			
MTC 10A (RC In)	Clacton Regroup In	-	5.62	00:18	14:02
TC 10B	Clacton Regroup Out - Service In	-	0.00	00:23	14:25
Service C - Marine Parade West		(17.87)	(28.15)		
TC 10C (Out)	Service Out - Re-Start Clacton	-	0.40	00:30	14:55
TC 11			10.14	00:35	15:30
SSS 11	Promotive Engineering 3				15:33
SSF 11		6.53			
TC 12			3.38	00:11	15:57
SSS 12	Cadman Construction 3				16:00
SSF 12		3.56			
PC C	Passage Check C				
TC 13			3.39	00:12	16:19
SSS 13	Weston Homes 3				16:22
SSF 13		5.37			
TC 14			5.22	00:17	16:49
SSS 14	MGJ Engineering 3				16:52
SSF 14		2.41			
MTC 14A (In)	Finish Clacton	-	5.62	00:18	17:15
Total Mileages		55.69	80.17	69%	

This Time Schedule is provisional and will be updated in future Competitor Bulletins



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1 Announcement

- 1.1 Chelmsford Motor Club will organise an Interclub Permit Multi-Venue Closed Road Special Stage Rally on Saturday 25th and Sunday 26th April 2020. The event will be known as the 'Corbeau Seats Rally Tendring & Clacton 2020'.

2 Jurisdiction

- 2.1 Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations (SRs), the Service Area Supplementary Regulations in Appendix A of these SRs and any written instructions (including bulletins) that the organising club may issue for the event.

3 Sponsor

- 3.1 The event is sponsored by Corbeau Seats.

4 Authorisations

- 4.1 Motorsport UK Permit Number: 114219
- 4.2 DfT Authorisation Number: tba
- 4.3 Motor Race Order Number: tba

5 Route & Seeding

- 5.1 The event will start from Clacton and will consist of up to 14 Special Stages with approximately 56 Stage Miles on Closed Public Roads and approximately 80 miles of road sections. Competitors will start the rally on Saturday 25th April, according to the Start List which will be published on the Notice Board and Event Website. Cars will start at 2 per minute. The first car is due to start the first Special Stage at 18:00. The Special Stages will be timed to an accuracy of 1/10 second in accordance with GR R31 with cars starting at 30 second intervals.
- 5.2 Ordnance Survey Landranger 1:50000 map 168 covers the route and may be used. The organisers will provide sufficient information to navigate the route in the Road Book.

6 Competitor Eligibility

- 6.1 The event is open to all fully elected members of the organising club, invited championships (SR 8) and member clubs of the following regional associations, each of which Chelmsford Motor Club is a member:

Association of Eastern Motor Clubs,
Association of Central Southern Motor Clubs,
Association of South Eastern Motor Clubs &
East Midlands Association of Motor Clubs.

Competitors who are not members of a club that is part of an invited association or registered with an invited championship are required to join Chelmsford Motor Club (£10 per calendar year).

- 6.2 Competitors from any EU country holding a National Competition Licence issued by one of those countries may enter. The holder will be subject to Motorsport UK General Regulations whilst competing (GR H26.2.1).

7 Classes & Vehicle Eligibility

7.1 Cars will be split into the following classes, which the organisers reserve the right to amalgamate and / or allocate entrants to as appropriate. All cars using engines not from the original vehicle manufacturer shall run in Class J:

A - Less than 1400cc Normally Aspirated

B - 1400cc - 1600cc Normally Aspirated or 823cc to 941cc Turbo

C - 1601cc to 2000cc Normally Aspirated or 941cc to 1177cc Turbo

D - Over 2000cc 2WD or 4WD Normally Aspirated and R3T Homologated Specification Only & Over 1177cc Turbo (For example, Over 2000cc BMWs, Citroen DS3 R3T)

E - Over 1177cc Turbo 4WD

F - R2T Homologated Specification Only (Junior BRC)

G - R2 Homologated Specification Only (Academy Trophy BRC)

H1 - Historic Category 1

H2 - Historic Category 2

H3 - Historic Category 3

HK - Historic Category Appendix K

H4A - Historic Category 4A

H4B - Historic Category 4B

I - RGT FIA & Motorsport UK National Specification

J - Over 2000cc using Specialist Competition Engines or non 'Stock Block' engines, 2WD or 4WD Normally Aspirated, 2WD Over 1177cc Turbo (For example, Millington and Smith & Jones Engined cars, Engines increased over standard capacity such as XE, Duratec, Honda K20 etc. and over 2000cc Darrians)

K - WRC & R5 and derivatives and non homologated versions (RHD/LHD, 34mm restrictor, larger capacity than homologated engine, paddle shift etc.)

7.2 The event is open to all cars complying with GR R46, R47 & R48.

8 Championships

8.1 The event is a round of the following championships:

British Rally Championship:

Motorsport UK Registration 2020/007

BRC Manager - Iain Campbell Email: Iain.Campbell@motorsportuk.org

BRC Technical Delegate - Stuart Cant Email stuartcant@hotmail.co.uk

Jelf Motorsport.com Stage Rally Championship:

Motorsport UK Registration 7/2020 Secretary - Paul Barrett (details below)
Eligibility Scrutineer - Lloyd Gerkin

Fuchs Lubricants RACRMC Historic Asphalt Rally Championship:

Motorsport UK Registration 2020/014
Secretary - Colin Heppenstall colin@racrallychamp.org

MRF Tyres Mixed Surface Challenge

Motorsport UK Registrations 2/2020
Secretary - Ian Arden ian@btrdarally.com

Eligibility Scrutineer for both the above:- John Cooper trenain2@tiscali.co.uk

9 Timetable of the Event

- 9.1 10:00 Saturday 11th January 2020:
Entries open on the Corbeau Seats stand at Autosport International and at <http://corbeauseatsrally.co.uk>
- 9.2 Monday 16th March
23:59 British Rally Championship reserved entries close
- 9.3 3rd April 2020:
23:59 Entries close
- 9.3 Friday 24th April 2020
12:00 - 18:00 Rally HQ open
- 9.5 Saturday 25th April 2020:
09:00 - 19:30 Rally HQ & Media Office open
09:30 - 13:30 Documentation & Reconnaissance Registration
11:00 - 16:30 Scrutineering & Sound Test
11:00 - 17:30 Reconnaissance
16:30 Start List published in Rally HQ and at ralliesinfo.com
16:30 - 18:00 Final administrative checks in Rally HQ - issue of Time Cards
17:00 'Meet and Greet' the Top 10 cars at Clacton Pier - spectator promotion
18:00 First car due at MTC 1 for the Clacton Sea Front Stages
(Reverse Seeding will apply on Stages 1 & 2)
18:30 - 19:45 Parc fermé (In)
- 9.6 Sunday 26th April 2020:
07:00 - 19:30 Rally HQ & Media Office open
08:00 First car due out of parc fermé MTC 2A (Out)
08:30 First car due at TC 2B (Service Out)
17:30 First car due at last MTC - awards presented at the finish line.

10 Acceptance of Entries

- 10.1 There are two entry fee options:
- Standard:** The standard entry fee is £570 This will include a service area space of approximately 8m x 8m (64 m²) - enough for a normal sized van, gazebo and competing car.
 - Clubman:** A 'clubman' entry fee of £520 is also available. This will include a service area space of 10m x 4m, enough for a service car and competing car. There will be a limit of 30 entries allocated to this option.
- 10.2 **Extra space:** For those crews with a larger service area space requirement, full details of your precise requirements will need to be supplied on your entry application and an additional

charge of £10/m² will be payable as part of your entry fee for any area greater than 64 m². Those crews servicing with large vans, motor homes or lorries are expected to require this option unless the unit will service more than one vehicle. Service pitches will be allocated prior to the rally, if you wish to service adjacent to a particular competitor, please indicate this in the appropriate place on your entry application.

10.3 All fees must be paid by bank transfer. The online entry form must be used to enter the event at <http://corbeauseatsrally.co.uk> - this includes bank details.

10.4 Acceptance of Entries

PLEASE NOTE ALTHOUGH WE WILL ACKNOWLEDGE ALL ENTRIES, THEY WILL NOT BE ACCEPTED UNTIL ALL DETAILS ARE COMPLETE AND FULL PAYMENT HAS BEEN RECEIVED. The maximum entry for the meeting is 130 plus reserves, the minimum is 90. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting.

Only fully complete and paid entries will be shown on the event website: The first 100 entries will be accepted on a first come first served basis, with a further 30 entries accepted at the organisers' discretion. It is a requirement that all parts of your entry application are completed before your entry is considered completed. It is a requirement for accepted entries to complete a media/commentator sheet, please ensure you do this at the time of submitting your entry.

10.5 Any person under the age of 18 signing-on as specified in GR D13.1 (where the Parent is not present) must be accompanied by a Guardian who must produce a written and signed Authorisation from the Parent to act as Guardian (GR D13.1.1).

10.6 Changes of Entry

If more than one change of driver's or co-driver's name in an accepted entry is made then the entry will be reclassified as an incomplete entry and may be entered into the reserve list, with the original entry being replaced by the first available reserve, subject to 130 entries already having being accepted.

10.7 Entry fees will be refunded as below, provided written or email confirmation is received by the Entries Secretary:

Up to and including 03/4/2020 - Full refund less £25

04/4/2020 - 25/4/2020 - Motorsport UK Permit Fees & Insurance only refunded, unless replaced by a reserve.

Competitors who fail to start will forfeit the whole entry fee.

10.8 Competitor bulletins will be available to download from the event web site

<http://corbeauseatsrally.co.uk> at any time from the opening of entries until Documentation opens. These will carry the same force as these Supplementary Regulations and it is the competitor's responsibility to read them.

11 Officials of the Event

Event Director	:	Tony Clements (Motorsport UK Licence No 9765 (m) +44 (0) 7486 604929 email: eventdirector@corbeauseatsrally.co.uk
Clerk of the Course	:	Gary Nicholls (Motorsport UK Licence No 37229) Email: clerkofcourse@corbeauseatsrally.co.uk
Deputy Clerk of the Course - Rally Control & Spectator Safety Manager	:	David Town (Motorsport UK Licence No 189728) Email: spectatorsafety@corbeauseatsrally.co.uk

Deputy Clerk of the Course - Rally HQ	:	Rob Pike (Motorsport UK Licence No 40225)
Secretary of the Meeting	:	Paul Barrett (h) +44 (0) 1245 290902 Email: secretary@corbeauseatsrally.co.uk
Event Safety Manager	:	Mark Andrews Email: safetymanager@corbeauseatsrally.co.uk
Incident Officers	:	Duncan Brown & Ian Robertson
Safety & Rescue Co-ordinator	:	Charley Webber
Child Safeguarding Officer	:	Marion Nicholls (m) +44 (0) 7598 189903 84 Totnes Walk, Chelmsford, Essex CM1 6LU
Chief Marshal	:	Luis Gutierrez-Diaz (m) +44 (0) 7847 600598 marshal@corbeauseatsrally.co.uk
Assistant Chief Marshals	:	Karen Scott & Lucy Fryer
Entries Secretary	:	Melly Barrett Email: entries@corbeauseatsrally.co.uk
Radio Controllers	:	Ken Paterson, Dick Pease & Dave Judd
Motorsport UK Timekeeper	:	Richard Blackshaw (Motorsport UK National A)
Rescue & Recovery Services	:	Cam Rescue 1, Cam Rescue 2, Lace Rescue, Hawk Rescue, Mercia Rescue, Vulcan Rescue, Cam Recovery 1, Cam Recovery 2, Maverick Recovery, Forest Recovery, Solent Recovery 1 and Solent Recovery 2
Motorsport UK Safety Delegate	:	Phil Jones
Safety Car Team	:	Jason Murphy, Colin Billings, Allan Smith, Pete Hennessey, David James, Tony Michael, Paul Farley, Mike Howard, Teresa Butler, Rob Mitchell, Andy Kilby, Neil Fuller, Gordon Popperwell & Brian Jaggs
Motorsport UK Steward	:	Jonathan Lord
Club Stewards	:	Alan Barnard & Brian Hemmings
Chief Medical Officer	:	Dr Harj Chaggar
Paramedics	:	Nathan Hone, John Horton, Annemarie Harris, Ray Scott, Steve Dawson & Bob Griffiths
Resident Liaison Manager	:	Stanley Graham
Chief Scrutineer	:	Howard Downes
Scrutineers	:	Geoff Oates, John Gray, Mike Betts & BRC Scrutineer TBA
Environmental Scrutineers	:	Mike Hall (Sound) & Stuart Kingham (Fuel)

Results	:	Matthew Atkinson
Service Area Manager	:	Alistair Brown
Service Area Safety Officer	:	Mark Iskander
Clacton Infrastructure Manager	:	Dan Pearson
Competitor Relations Officer	:	Val Thompson- cro@corbeauseatsrally.co.uk
Equipment Manager	:	Gary Maddocks
Media Manager	:	Andrew Bisping- mediamanager@corbeauseatsrally.co.uk
Stage Commanders	:	Graham Frary, Simon Marks, Jon Cordery, David Baugh & Ian Evans.

12 Official Notice Board & Rally HQ

12.1 Rally HQ will be at the Clacton-on-Sea Bowling Club, Marine Parade West, Clacton, CO15 1XB. The official notice board will be at Rally HQ. Provisional and final results will be displayed on the official notice board and at *ralliesinfo.com*.

13 Scrutineering & Sound Test

13.1 All vehicles must comply with Motorsport UK Technical Regulations. A validated Competition Car Log Book or Passport (GR J2, R25.2, R46.1.3) must be made available at Scrutineering, and on demand throughout the event for each car. Cars must be taxed as required by UK law. A current MOT Certificate must be presented for all cars that are required by UK law to have one. At pre-event Scrutineering cars will be examined for compliance with tyre and vehicle safety regulations as well as class eligibility. Competitors should study the current Motorsport UK General Regulations (GRs) and make sure they understand the technical regulations. Tyres used must comply with GR L3 and remain road legal at all times. Tyres marked 'for racing purposes only' are not permitted. EU cars can be log booked before the start of the rally by prior arrangement.

13.2 Competitors will be allocated a Scrutineering and Sound Test Time. Failure to adhere to this may result in a fine of up to £250 or a Start Refused (SR28.7). The Crew do not need to be present at Scrutineering.

13.3 All cars will be required to pass a pre-event Sound Test as per GR R4.1 and GR J5.18.1 (100 dB(A) at 0.5 metres), and one or more subsequent Sound Test(s) during the course of the rally. ANTI-LAG SYSTEMS ARE PERMITTED.

13.4 Reminders:

GR R25.3. In conjunction with scrutiny of the car, Drivers' and Co-Drivers' crash helmets, FHR Devices, and overalls must be produced for approval.

GR R25.3.1. All crew members must wear a crash helmet and FHR bearing an MSA or Motorsport UK approval sticker (GR K.10.1 to K.10.3.1) and a safety belt compliant with GR K2.1.2,3 or 4 (4,5 or 6 points) throughout every Special Stage. Competitors' equipment can be validated at the scrutineering.

GR R25.3.2. The crew must also wear flame resistant overalls homologated to either FIA 8856-2000, FIA 8856-2018 or FIA 1986 Standard. Attention is drawn to (GR K.9.1.2 and K.9.1.5 to K.9.1.7).

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GR R25.3.3. The crew must also wear FIA approved FHR Devices, fitted in accordance with FIA regulations and bearing an MSA or Motorsport UK approval sticker (GR K.10.4).

GR R25.3.4. Competitors are strongly recommended to carry a First Aid Kit.

- 13.5 On-board video cameras may be carried in competing cars in accordance with GR J5.21; these cameras must be fitted before scrutineering and will be inspected. Images may be required to be given to the organisers, Motorsport UK or the Police should an investigation into an incident be required.

14 Insurance

- 14.1 Drivers with their own insurance must give the name and address of their insurance company together with their policy number on the entry form.

- 14.2 The organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the third party Cover necessary to meet the Road Traffic Act requirements on the Road Sections of the event. The basic rate for the event before any loadings is expected to be £25. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's declaration:

I do not have the third party road section extension on my current motor insurance.

I am aged 20 or over.

I have had no more than 1 fault claim in the last three years

I have no more than maximum of 6 conviction points on my UK driving licence

I have the appropriate Competition/Club Membership licence as well as a UK/EU driving licence and if my licence is provisional I will be supervised by an adult over 25.

I have no physical or mental disabilities

The vehicle is MOT'd (if required), taxed and insured for the road

I have no other material facts to disclose

Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the declaration form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership
Partnership House
Priory Park East
Kingston Upon Hull
HU4 7DY
Tel + 44 (0) 1482 213215
Email info@jelfmotorsport.com

This insurance is valid only for the duration of the competition; drivers are required to have valid road insurance to cover use of the competing car on public roads used before the rally.

15 Documentation

- 15.1 Competitors are reminded of the Motorsport UK's requirements for Entrants Licences as laid down on the licence application form. All competitors' licences, club cards and permits will be inspected at signing-on GR H22 & R5. All licences must be signed. Any competitor who has a valid Motorsport UK licence but who fails to produce it will be required to see the Motorsport UK Steward and complete a licence declaration before being allowed to start.



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- Dedicated team with many years experience within the motor sports insurance industry
- Reassuring claims team with specific experience of handling motorsport claims.

Jelf

A fee as detailed in the current Motorsport UK Year Book will also apply.

PLEASE NOTE WE CANNOT ACCEPT A LICENCE APPLICATION FORM FROM A DRIVER ON THE DAY. Non-Motorsport UK licence holders competing under Authorised Foreign Participation arrangements must produce a valid licence appropriately inscribed with EU participation from their ASN.

- 15.2 Competitors will be allocated a Documentation & Signing-On Time, which can only be varied with written agreement from the organisers. Failure to adhere to this will result in a fine of up to £250 or a Start Refused SR28.7. Allocated times will be staggered for Documentation (which starts from 10am) and scrutineering (from 12 noon) so that we can process 130 cars with minimal queues and allow each crew to perform a maximum of two recce runs. Each loop of the stages takes around 1.5 hours (47 miles) from Clacton and back again.
- 15.3 Whilst making your entry you will be asked to request a first and second preference of timing groups:
- A. If you are arriving in Clacton on Friday evening or early Saturday, and the competing crew will be taking the rally car through scrutineering, we suggest you select the option of early morning documentation and late afternoon scrutineering; once signed on you can complete the recce before scrutineering. Documentation 09:30 - 10:30, Scrutineering 15.30 - 17:00.
 - B. If you are arriving in Clacton on Friday or early Saturday and your service crew will be taking the car through scrutineering, we suggest you select the option of mid-morning documentation after which the crew has the whole afternoon to complete two recce runs. Documentation 10.30 - 11.30, Scrutineering 12.30 - 14.00.
 - C. If you are arriving in Clacton by lunchtime and /or live locally but don't have a service crew to take the rally car to scrutineering we suggest you select the option of late morning documentation, followed by one recce run, afternoon scrutineering and another recce run. Documentation 11.30 - 12.30, Scrutineering 14.00 - 15.30 If you do not intend to do a recce (e.g. if your co-driver can only sign on late) then this is the group for you.
 - D. Clubman entries arriving by lunchtime are suggested to take their cars through scrutineering first, then documentation and then have two recce runs later in the day. Scrutineering 11.00 - 12.30, Documentation 12.30- 13.30.
- 15.4 A Time Card for Saturday evening will be issued at MTC 0 (Out) on submission of a Documentation Card, Scrutineering & Noise Process Card & Reconnaissance Time Card.

16 Identification

- 16.1 Competitors must make available to the organisers of the event specific areas of the vehicle in accordance with GR H28.1.1 for numbered plates to be affixed to bonnet, rear side windows, rear window and front doors as per the diagram to be supplied at documentation and must not be cut or mutilated.
- 16.2 Competitors may be requested, and will be obliged to carry further advertisements.
- 16.3 All previous Rally/Door Plates from previous events must be removed.
- 16.4 If the vehicle has crew names displayed anywhere these must be correct and relate the Driver/Co-driver in the car for this event.

17 Reconnaissance

17.1 Subjective Route Notes

Competitors may make their own notes or purchase from our nominated supplier Patterson Agencies Ltd (Patterson Pace Notes) a choice of subjective route notes. In all circumstances, competitors are advised that the organisers accept no liability or responsibility in the use of the subjective route notes. Subjective Route Notes may only be purchased direct from Patterson Agencies Ltd and no other supplier. See SR28.8.

17.2 Reconnaissance of the Sunday Special Stages is ONLY allowed on Saturday 25th April 2020 - 11:00hrs to 17:30. Competitors will be allowed two runs through the Special Stages. See SR28.8. The Saturday evening Special Stages on Clacton sea front eastern esplanade may only be recced on foot and this may be done between 09:00 and 17:00 on Saturday 25th April 2020.

17.3 Any competitor found before 11:00, or after 17:30, on Saturday 25th April 2020, on any Sunday Special Stage will not be allowed to start the Rally.
Traffic on Special Stages before Saturday 25th April 2020 will be regularly checked by the Police and Organisers. See SR28.8.

17.4 If you wish to do reconnaissance you must have completed Documentation first. Both crew members must be present, no other personnel may be present in the car unless authorised by the Clerk of the Course. Competitors must register with the organisers the details of the car(s) which they will be using for Reconnaissance, a contact address and a telephone number where competitors can be contacted during the reconnaissance period must be supplied. Any communication delivered at or sent to a competitor at such address by the organisers will be deemed to have been received by such competitor on the date of delivery or on the day after the date of posting, as appropriate. See SR28.8.

17.5 Identification supplied by the event must be displayed clearly on the side windows during reconnaissance. See SR28.8.

17.6 Competitors must sign on as per the timetable in SR13. Documentation will take place at the Rally HQ, Clacton-on-Sea Bowling Club, Marine Drive West, Clacton, CO15 1XB. See SR28.8.

17.7 Any Competitor found on a Special Stage without having registered as above, or in breach of these regulations, will not be permitted to start the rally and their entry fee will not be refunded. This will be strictly enforced. See SR28.8.

17.8 During the reconnaissance period there will be a 30mph speed limit on all Special Stages unless a lower limit is indicated by a traffic sign or a written instruction issued by the Organisers. The Organisers will issue Road Books, a list of Special Stages, speed limits and supplementary instructions which will apply during the reconnaissance period and which will have the same force as these Regulations. See SR28.8.

17.9 During the reconnaissance period the police and organisers will arrange speed checks and general patrols of the Special Stages and roads used. See SR28.8.

17.10 Competitors, entrants or others found in cars exceeding speed limits, driving or being driven at an excessive speed or in any way which in the opinion of the organisers causes or could cause danger or inconvenience to other road users or local residents or maybe considered as bringing the sport into disrepute will be penalised as follows: See SR28.8.

17.11 The Organisers will appoint Judges of Fact to adjudicate on these specific regulations but the decision of the Clerk of the Course will be final. Such decisions will be made irrespective of whether or not Police action is taken and irrespective of the outcome of such an action. There is no right of protest or appeal and entry fees will not be refunded. See SR28.8.



FR / Jump 80 ! ML → KR + Ć

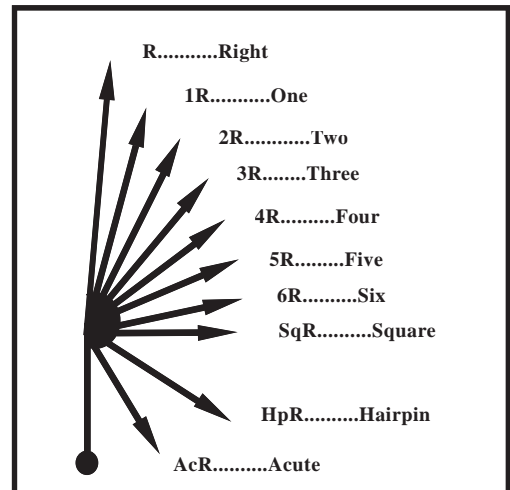
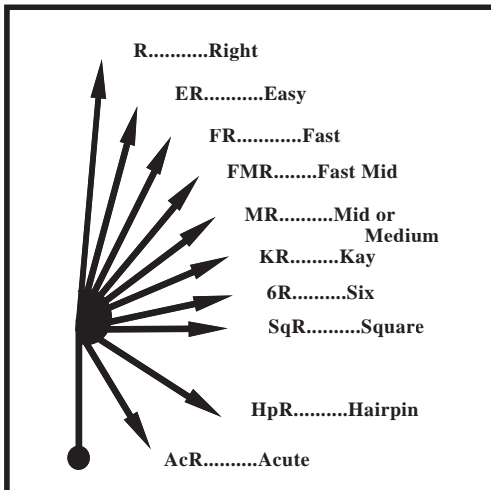
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

2R / Jump 80 ! 4L → 5R + Ć

Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

Bend Indication



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- 17.12 Only standard road cars may be used for reconnaissance. Modified wheels are permitted. Roll cages are not permitted. Advertising may not be carried on cars used for reconnaissance. If there is any dispute as to whether a car is standard, it must be presented for scrutiny to the organisers in advance. The decision of the organisers will be final. Any entrant, competitor or others found using a car in breach of this regulation will not be permitted to start the rally. The organisers reserve the right to not allow the use of any particular car. See SR28.8.
- 17.13 The use of intercoms and headsets during reconnaissance is not permitted, unless a letter of medical dispensation from Motorsport UK is produced at signing on. See SR28.8.
- 17.14 Any entrant, competitor or competition licence holder who practices, reconnoitres, or causes any person to do so on their behalf in breach of these SRs will incur the following penalty against which there is no right of protest or appeal: See SR28.8.

18 Vehicle Tracking

- 18.1 Each car will be fitted at Scrutineering with a transponder that will interface with the timing equipment for the purpose of results compilation. The information from these transponders may also be fed back to Rally Control and used for recording cars entering and leaving the stages for safety purposes. These must be returned at the last control of the event. If you retire you must ensure you return these to the organisers along with your Damage Declaration. A replacement fee of £25 will be charged for any transponders not returned

19 Road Book

- 19.1 Entrants will be supplied with a Road Book at documentation giving details of Special Stages and the location of controls, in the form of a Tulip Road Book. This document will provide all the information necessary to enable competitors to comply with GR R6.1-3 and R26.1-10. Ordnance Survey map and GPS references may be included for additional clarity but are not required to complete the route. Alternative routes to be used in the event of a blocked stage will also be included in an appendix at the end of the road book. A colour A3 map of the whole route will also be provided for additional clarity.

20 Saturday Evening - Meet & Greet, Time Card Issue, Special Stages & Overnight Parc Fermé

- 20.1 The event will commence with a 'meet and greet' event for spectators at Clacton Pier. The first 10 seeded cars are required to attend this in accordance with a schedule to be published in a future bulletin, but there are no time penalties for lateness although failure to do so may result in a fine of up to £250 or Start Refused (SR28.7). This will be followed by two special stages on Clacton Sea Front, to be started in reverse order of seeding.
- 20.2 All competitors are required to collect their Time Cards for the event from Rally HQ between 16:30 and 18:00 - scrutineering check sheets and reconnaissance cards must be presented for final administrative checks.
- 20.3 After the two sea front stages, competitors will be required to place their competing car in the overnight parc fermé, the location of which will be given in a Competitor Bulletin. Failure to do so will result in a fine of up to £250 or Start Refused (SR28.7). Start times and Parc fermé (Out) Times will be displayed on the event notice board and the event website.
- 20.4 Competitors will be permitted to enter Parc Fermé on foot 10 minutes before their due parc fermé (Out) Time.

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21 Driving Standards/Observers/Judges of Fact

- 21.1 Named Judges of Fact, appointed by the Organisers, will be on duty throughout the event to observe and report on any Competitor considered to be in contravention of GR R24.7.
- 21.2 The Chief Scrutineer appointed for the event is a Judge of Fact in respect of vehicle eligibility.
- 21.3 All start officials on all Special Stages are appointed Judge of Fact for false starts.
- 21.4 The Organisers will appoint Driving Standards Observers in accordance with GR G11 and GR R24.8-R24.9.1.
- 21.5 Any notified offence, or act deemed prejudicial to the interests of the Motor Sports Council or of Motorsport generally by a competitor or the service crew which involves speeding, reckless driving or failing to observe road signs is liable to be penalised in accordance with GR R32.2 k), GR R32.2 (l) and GR C2. The competitor may be called before a Motorsport UK Disciplinary Tribunal. For an offence by the competitors' service crew, the competitor will be penalised in accordance with GR R38.3.1 - fine of up to £250 or Disqualification.
- 21.6 Sound Control: The Organisers will appoint Judges of Fact and or Driving Standards Observers, one of whom will be the Motorsport UK Environmental Inspector, to report on sound levels. The penalty for excessive sound may go as far as Disqualification.
- 21.7 Modified Road Junctions/Chicanes. The officials at these junctions are appointed to be Judges of Fact in respect of competitors taking the correct route.
- 21.8 Judges of Fact named in the Officials List and any Competitor Bulletins will be on duty throughout the event to observe compliance with GR R24.7 and report any crew considered to be making an excessive sound, exhibiting poor driving standards, observed in an out of bounds area, hitting penalty markers or to be in contravention of Reconnaissance or Service Regulations. They are also Judges of Fact in respect of taking the correct route. Other Judges Of Fact for the entire event will be named in a Competitor Bulletin which will be issued before the event.

22 Red Flags

- 22.1 GR R24.4.5. On any Special Stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the Special Stage is cleared of competing cars, a system of Red Flags will be in place. These will be located at all Radio Points apart from the Start and Finish. At these locations a rescue/emergency vehicle may re-enter the Special Stage following a shortcut (GR R29.5).
- 22.2 Red Flags will only be displayed on the specific instruction of the Clerk of the Course or one of his deputies via the Radio Controller. Red Flags will only be used when there is a possibility of non-competing vehicles and rescue vehicles moving on Special Stage AHEAD of competing cars. Flags will be displayed at all radio points preceding the incident. Flags will be prominently displayed (held out steady not waved) by a designated marshal who will wear a marshal's tabard.

23 Controls & Timing

- 23.1 Road Sections will be timed to the minute and Special Stages to the tenth of a second. The event will be run using the Target Timing system as defined in GR R31 of the General Regulations, amended:
Maximum Permitted Lateness will be 15 minutes between Main Time Controls (MTC's) (GR R31.2.5). This lateness is penalty free except at TC Service (Out) Time Controls (R31.2.6).

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23.2 Penalties as per GR R32.2 & SR28 apply.

23.3 Special Stages (SS)

Competitors will start all Special Stages at 30 Second Intervals.

A Bogey Time will be set at 75 M.P.H. (GR R28.2.1) and a Special Stage Maximum Time set at approximately 30 mph. These times will be defined in the Road Book.

All Competitors will receive penalties and accumulate lateness as follows:-

- | | | |
|----|-------------------------------------|-------------------|
| a) | Bogey Time or under | Bogey Time |
| b) | Over Bogey, but under Stage Maximum | Actual Time Taken |
| c) | Over Stage Maximum | Stage Maximum |

23.4 Special Stage Arrival Time Control (TC)

The 'Road Section' to each Special Stage will end at a TC and competitors are required to 'check-in' as defined by their Target Time for the Section. In the event of early arrival competitors must wait outside the control area until the minute preceding their Due Time. The time between TC and Special Stage Start Control will not be less than three minutes, and the area between the controls is defined as Parc Fermé (R38.2); the only work permitted in these areas is the following (unassisted): cleaning lamp glasses, windscreens, windows, identification markings and vehicle registration numbers.

Booking in early will be penalised at one minute per minute early (GR R32.2 (g)).

23.5 Special Stage Start Control (SSS)

Once a time has been given at the TC, a crew must proceed to the SSS where a Start Time will be given in hours, minutes and seconds. The Start Marshal will assume that the crew is ready to start the Special Stage and will issue a time as soon as the start line is clear, whether the crew is ready to start or not. The Special Stage Start will be operated by traffic lights linked direct to Digital Clocks. A jump start detection by a beam as per GR R25.7.3 will be in place.

The Traffic Light Start Sequence is as below; no verbal warnings will be given and the competitor should leave the start on the Green light:

- | | |
|------------|--|
| 15 Seconds | Red Light |
| 10 Seconds | Red & 5 Amber Lights |
| 5 Seconds | Red Light is extinguished and the 5 Amber Lights Countdown 5-4-3-2-1 |
| 0 Seconds | Green Light |

23.6 Special Stage Finish Control (SSF)

The Flying Finish will have a light beam which is linked to the digital clock at the stop line. At the SSF a crew will be given their Finish Time in hours, minutes, seconds and tenths of a second. Any crew who fails to stop at the Special Stage Finish Control must not, under pain of Disqualification, reverse to the stop line but must return on foot. The time given at this control in hours and minutes will be the Start Time for the next Road Section. Crash Helmets must not be worn on public roads (SR28.9) except between the arrival control and stage start on the Saturday evening stages.

23.7 Main Time Controls (MTC)

At all MTCs cars will start at two per minute. Competitors must visit each Main Time Control within Maximum Permitted Lateness and complete at least eight Special Stages to be classified as a finisher. MTCs will be defined in the Road Book and will be located at the start and finish of the event, at rest halts and at other specified points. The penalty for late arrival (inside Maximum Permitted Lateness) at TC Service (Out) Controls is ten seconds per minute and for early arrival one minute per minute - GR R32.2 (j).

At the end of the event, competitors may check-in early at the final Main Time Control - GR R30.3.3. Competitors who arrive early must have their Due Time entered on the Time Card; those arriving on or later than their Due Time must have their Actual Time of Arrival entered.

23.8 Regroup Controls

The Road Book will specify these controls. Cars will start the next section with zero lateness. GR R31.2.10. All MTC(In) are Regroup Controls. After a Regroup a TC(Out)/Service (In) Time will be issued as defined in the Road Book.

23.9 Rejoining the Rally - Rejoin Points

Any competitor who misses one or more stages may only rejoin the rally at an TC(Out) Control (i.e. Service Out) in a road position not more than 15 places higher than their original seeding (R40.1.7). Cars intending to rejoin the rally must be re-scrutineered prior to rejoining.

A representative of the crew must first visit the Rally Office to arrange scrutineering and a rejoining time.

23.10 Should a stage be unexpectedly canceled there are alternative routes in the back of the road-book which will take you to the next time control (stage arrival or service (In)). The allowed time for these routes is also printed in the roadbook and should be used to calculate your due time, based on your recorded time of departure from the original control.

23.11 Passage Controls (PCs) at locations defined in the Road Book will normally be used for Time Card collection. A signature of attendance at a PC must be recorded on the competitor's Time Card. The penalty for failing to follow an instruction in the Road Book, which includes missing a PC, is 10 minutes - GR R32.2 (b).

23.12 Delay Allowance

The Clerk of the Course, or a Deputy Clerk of the Course, may authorise Time Control Officials to issue a delay allowance which will extend the Target Time for a Road Section should there be an unforeseen delay which would impact on Maximum Permitted Lateness. Delay Allowances will be communicated in the form of a written instruction issued to competitors at a relevant Time Control.

23.13 Should any recorded time not be legible or not appear authentic, the organisers may use any means at their disposal to establish a time. The organisers reserve the right to amend a recorded time if in their opinion, after reference to check sheets a mistake has been made.

24 Servicing & Refuelling

24.1 As mentioned in SR10, there are service area options available per competing car:

1. 'Clubman' Entry - 10m x 4m service area, limited to 30 entries at the reduced entry fee.
2. 'Standard' Entry - 8m x 8m service area at the standard entry fee with extra space greater than 64 m² service area - chargeable at £10/m² for all area greater than 64 m², subject to availability.

24.2 If multiple crews are being serviced by one 'team' the above allowances may be divided into the area occupied, please indicate this on your entry application and we will arrange for the appropriate service area allocation. Service pitches will be allocated prior to the rally, if you wish to service adjacent to a particular competitor, please indicate this in the appropriate place on your entry application. The Service Area will be on the Western Esplanade, Clacton and will be detailed in Competitor Bulletins.

24.3 Servicing is defined as work being carried out on the competing car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. Servicing will only be permitted in the Central Service Area, see GRs R38 & R39. Details for Trailer Parking will be detailed in a Competitor Bulletin.



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- 24.4 Service crews will not be permitted to go to the assistance of competitors who break down on a Special Stage (GR 7.2.4). The organisers will endeavour to move cars which are in a dangerous position but do not guarantee to provide assistance in returning them to the Service Area, although every effort will be made to clear broken down vehicles in between Special Stages.
- 24.5 The use of competitor management/emergency service vehicles ('chase cars') is not permitted. All servicing must be carried out in the defined service areas. Penalty SR28.4.
- 24.6 Event requirements for servicing are included in the Service Area and Refuelling Regulations, which are detailed in Appendix A of these SRs. The penalty for breach of these regulations is Disqualification.
- 24.7 The Speed Limit in the Service Area is 5 mph.
- 24.8 Refuelling may be undertaken at bona-fide garages on route and is permitted in the allocated service area but each service crew must have a minimum 4.5 litre capacity hand-operated fire extinguisher and a minimum 10 litre spill kit, in addition to those carried in the competing car.
- 24.9 A refuelling zone managed by Vital Fuels will be located on the first road section of each Sunday stages loop and we encourage as many competitors as possible to use it. Additional time has been added to the schedule for the road section to allow for refuelling, but there are no additional time controls.

25 Damage Declaration & Damage to Third Party Property

25.1 Damage Declaration

Competitors 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. Failure to comply will be penalised under GR R40.1.3 & R40.1.4 & Chart 32.2(p) and may be reported to Motorsport UK for further action. Competitors who retire will be required to submit this form to the Secretary of the Meeting within 72 hours of the event. Failure to return this form may be penalised by a fine of up to £100.

25.2 Damage to Third Party Property

Competitors causing damage to any third party property will be liable for the full reinstatement cost of any damage caused. Where the damage is covered by the Motorsport UK insurance policy, the competitor will be liable for the insurance excess that Chelmsford Motor Club has to pay the Motorsport UK, currently £450.

25.3 Traffic furniture will be used to mark areas where it is necessary to protect verges and limit corner cutting. The correct route on Special Stages uses the sealed surface, and in instances where competitors are judged to have intentionally used verges marked in this way as a short cut, they will be penalised as per SR28.9.

25.4 Tendring District Council is very sensitive to any damage caused to road surfaces. If you have a puncture you must not drive on the roads, but stop and change it when it is safe to do so. Any damage caused and/or costs incurred will be the responsibility of the competitor. Chelmsford Motor Club and Tendring District Council will seek full reimbursement.

26 Child Safeguarding Policy

Chelmsford Motor Club's Policy Statement on Child Safeguarding is:

26.1 The child's welfare is paramount.

26.2 All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.

- 26.3 All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.
- 26.4 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.
- 26.5 If you have any concerns about child safeguarding while at this event please contact the Child Safeguarding Officer Marion Nicholls or report it to an official named in the Supplementary Regulations and they will instruct the Child Safeguarding Officer to contact you urgently.

27 General Regulations

- 27.1 All other General Regulations of Motorsport UK apply as written except for the following which are modified:
- 27.2 GR H29.1.3(e) Competitors will be required to carry advertising material supplied by the Organisers on behalf of their sponsors.
- 27.3 GR R5.4.3 Only the first named driver on the entry form may drive the vehicle.
- 27.4 GR R31.2.5 Maximum Permitted Lateness is amended to 15 minutes.
- 27.5 GR R31.2.6 Cumulative lateness is penalty free up to 15 minutes between MTC Controls apart from Penalties incurred at TC/Service (Out) Controls.
- 27.6 GR R25.9 The use of Pace Notes and Subjective Route Notes is permitted as defined in SR17.

28 Penalties

- 28.1 Penalties will apply as per GR R Chart 32.2 and any amendments that Motorsport UK may make, except for the following which are modified or added:
- | | |
|---|---|
| 28.2 (a)(i) Not completing a Special Stage or OTL at a Control | 15 minutes plus stage maximum |
| 28.3 (h) For each minute over Target Time at TC Service (Out) Controls | 10 seconds |
| 28.4 (o) Breach of GR R38.1.2-R38.1.4 & SR24 (Servicing) | Disqualified from the event |
| 28.5 (p) Modified to include breach of GR R46.1.5 (Spill Kits) | Disqualified from the event |
| 28.6 (t) Breach of GR R38.1.7. | Disqualification & Reported to Motorsport UK |
| 28.7 (dd) Modified to include SR12.2, SR13.2 and SR20 (Documentation, Scrutineering/Sound Check Meet & Greet and Overnight Parc Fermé) | Up to £250 Fine or Start Refused |
| 28.8 (ff) Contravention of SR17.1 to SR17.14 (Reconnaissance) | 1st Offence - Up to £250 Fine or Start Refused
2nd Offence - Start Refused |
| 28.9 (b) Includes missing a Regrouping Control (MTC), cutting of corners, driving on verges, hitting traffic furniture, wearing a crash helmet on the public road and driving with a flat tyre beyond a point where it is safe to change a wheel. | 10 minutes |



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29 Penalty Markers

29.1 In order to restrict average speeds for the Special Stages, various man-made barriers forming chicanes etc. may be set up. These will be detailed in the Road Book. These barriers will be defined as Penalty Markers. A Penalty of 10 seconds will be applied to any car hitting a Penalty Marker; a Judge of Fact will determine this penalty. The decision of the Judge of the Fact relating to hitting a Penalty Marker may not be subject to protest or appeal.

30 Results, Protests & Appeals

- 30.1 Interim results will be published at intervals during the event and may be available online.
- 30.2 Ties will be resolved on the basis of fastest on the first, or subsequent earliest Special Stage, and then on the basis of engine capacity.
- 30.3 In the event of unforeseen circumstances the organisers reserve the right to delete any Special Stage or Road Section from the final results. Notional Times may be issued in accordance with GR R24.5.
- 30.4 Provisional results will be published at the finish as soon as possible after the last car has finished. Protests and appeals must be made in accordance with GRs C5 & C6.
- 30.5 These Results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters, and all outstanding Protests or Appeals have been settled.

31 Awards

- 31.1 Awards will be presented at the finish line as follows
- | | | |
|----|---|------------|
| A) | 1st Overall | Two awards |
| B) | 2nd Overall | Two awards |
| C) | 3rd Overall | Two awards |
| D) | 1st in each in class | Two awards |
| E) | 2nd in a class with 10-14 entries | Two awards |
| F) | 3rd in a class with 15 or more entries | Two awards |
| G) | Highest placed crew using Corbeau Seats and/or Luke Belts | Two awards |
| H) | Promotive Engineering award to the highest placed driver on their first closed road rally (not winning any other award) | One award |
- If there are fewer than five entries in a class, the class may be amalgamated with another appropriate class at the organisers' discretion.
- 31.2 Additional awards may be presented and these will be detailed in the Competitor Bulletins. No competitor may win more than one award (except G). Competitors may forfeit awards if they fail to attend the awards presentation personally or make arrangements for a representative to collect them.
- 31.3 In the event of changes to the final results after awards have been presented the award must be returned to the organisers to be allocated to the correct recipient.

32 Services

For more details on the services, including accommodation, available in the Tendring and Clacton area please see the Rally Guide on the event website. Some event-specific services include:

- Catering Will be available at various venues around Clacton Sea Front.
- Slicks Tyres Contact Andrew Knott on +44 (0) 114 247 0485
- Protyre Contact Shaun Chetwin on +44 (0) 1782 411001
Email: shaun.chetwyn@protyre.co.uk
- MRF Tyres Contact Jerry Freeman on +55 (0) 1942 218498
Email: jerry@serviceandsport.com
- Photographs Andrew Manston is the Official Photographer for the event.
Contact Andrew Manston on +44 (0) 1795 479224
<http://www.mandhphotography.co.uk>
- Route Notes Subjective Route Notes and DVD for all Special Stages will be available by mail order from the nominated supplier Patterson Agencies Ltd (Patterson Pace Notes).
Contact +44 (0) 2890 844111
Email: sales@rallynews.net
Online: www.rallynews.net

33 Acknowledgements

We thank the following people and companies for their support for the event.

*Corbeau Seats
Motorsport UK
All Safety & Rescue Crews - All Marshals and Officials
Essex County Council
Tendring District Council
Clacton Bowling Club
Clacton Rotary Club
All Residents & Businesses on the vicinity of the route
Special Stage Sponsors
Service Area Sponsors
Paul Hull & Homestead Caravans*

34 Spectators

Spectators will have an opportunity to meet the leading crews from 17:00 on Saturday 25th April at a specially designated area around Clacton Pier, prior to the first stage.

The rally will start with two special stages on Clacton sea front, commencing at 18:00 on Saturday 25th April on Clacton Sea Front, Marine Parade West. Spectators are welcome.

There will be several defined spectator points on the Sunday Special Stages. Spectating outside of these areas is not permitted and will be strictly monitored by the Motorsport UK Safety Delegate and event organisers.

FOLLOW THIS LINK FOR 'LIVE' ON EVENT COVERAGE.
<https://www.facebook.com/tendringrally/>

More event details at:
Twitter #tendringrally
<http://corbeauseatsrally.co.uk>

35 VIP Hospitality

Chelmsford Motor Club has teamed up with a corporate hospitality company, Black Jacket Events, who will be hosting a marquee with hospitality in a dedicated spectator area accessible only by VIP Ticket. Tickets can be purchased through from Black Jacket Events Ltd at £55 per person. For details see the event website.

36 Aviation Safety - Drones & Helicopters

No person connected with any competing crew (including service crew) may fly a drone or a helicopter at any point in the vicinity of route of the event or in the service area (penalties in accordance with R32.2 (aa) and (cc)).

Appendix A - Service Area & Refuelling Regulations

1. Service Area & Refuelling Regulations

- 1.1 These Service Area & Refuelling Regulations have the same force as the Supplementary Regulations; as defined in SR24 & SR28 the penalty for breaches of these regulations is Disqualification.

2. General Service Area Requirements

- 2.1 When participating in motor sport events and carrying out activities at Service Areas, entrants, competitors and service crew members must be aware of their own and other people's safety and well-being. The organiser has the overriding responsibility to co-ordinate the activity and ensure, so far as is reasonably practicable, that statutory requirements for these areas are met. The Event Safety Plan includes plans for establishing emergency arrangements for the Service Area including fire, injury and security incidents.
- 2.2 A 'Service Area Zone' has been allocated to each competing team within the Service Area. These zones must be managed in such a way that they present neither a safety nor environmental risk to other teams or the venue location.
- 2.3 All servicing must be carried out with the competing vehicle on a groundsheet. The use of metal cutting, grinding, welding equipment or any Hot Work in the Service Area at any time is prohibited. No open flame cooking equipment is permitted in the Service Area at any time.
- 2.4 The organisers have appointed a Service Area Safety Officer and a supporting team to oversee all safety management and competitor adherence.
- 2.5 The Service Area has been designed to be of an appropriate size to allow adequate space for individual service zones, vehicle movement and safe pedestrian access. The layout of the Service Area will permit emergency service vehicle access, should the need arise.
- 2.6 Service area zones will be clearly marked and public access restricted. Safety notices will be displayed and must be complied with.
- 2.7 The speed limit for Service Areas is 5 MPH.
- 2.8 All entrants must have a suitable substantial environmental ground-sheet in place before any work commences on the vehicle.
- 2.9 Temporary structures such as motor homes, awnings and pop up tents must be erected securely and with sufficient ballast to cope with wind conditions. All structures deemed unsafe by the event organisers must be dismantled and removed.
- 2.10 All service vehicles must have an environmental spill-kit capable of dealing with 10 Litres of fluid, for use in the event of liquid spillage. (Competing cars must also carry a 1.25 litre capacity kit.) Spillage of any liquid must be contained immediately by the crew concerned, and reported immediately to the Service Area Manager.
- 2.11 Fire extinguishers with a capacity of at least 4.5kg must be readily available at all times when vehicles are to be worked on. No Welding, Grinding or any Hot Work is permitted within the Service Area.

- 2.12 Vehicles must 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 must 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.
- 2.13 Where necessary, as part of the service i.e. changing of fuel tank, fuel pump, fuel filter, or any other item of fuel circuit, emptying and/or refilling of the fuel tank is permitted provided that:
 - a. The work is carried out with the knowledge of the organiser
 - b. A fire extinguisher with operator is on standby
 - c. No other work is carried out on the car during this operation
 - d. A safety zone is established within which all sources of ignition are removed
 - e. A minimum amount of fuel is used and any removed fuel is stored in a sealed container
- 2.14 Service area zones must be controlled in such a way that they do not present any unacceptable risk to competitors, crews, adjacent teams or members of the public. Any personnel carrying out work must ensure that they adopt safe working practices at all times.
- 2.15 Entrants are responsible for all personnel in their team and in particular for supervising any young persons under the age of 18. Only the minimum number of personnel required for servicing tasks are contained within the space allocated to the competitor.
- 2.16 All working areas shall be kept clean & tidy. All waste must be removed by the entrant at the end of the event and disposed of in a responsible manner.
- 2.17 Trailing cables & hoses must not be allowed to create a trip hazard and must not be run across access or ways unless covered by cable protectors.
- 2.18 Whenever vehicle engines are being run, adequate ventilation must be in place.
- 2.19 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.

3 Refuelling, Fuel Storage and Transport Requirements

- 3.1 Competitors may only refuel in areas, not being road sections, specifically designated by the organisers. Refuelling can either be done in the designated refuelling zone (located a few miles from service, on the run out to the first Sunday stage, within the service area or by using commercially available pump fuel dispensed directly from pumps at filling stations on the rally route.
- 3.2 Fuel can be pre-ordered from Vital Equipment 01981 241169 - Competitors are encouraged to use this service where possible (BRC cars must use this facility as defined in championship regulations). The refuelling zone will be defined in future event documentation.
- 3.3 Re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leaves. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased, no one must be within the vehicle e.g. driver, navigator, service crew, and the engine must be stopped throughout any refuelling operation. All sources of ignition must be removed from the area and an appropriate fire response should

be prepared. A 4.5kg minimum capacity dry powder fire extinguisher shall be carried by each service crew, in addition to that carried in the competing car.

- 3.4 Re-fuelling must be by hand pumping, rather than pouring from hand held containers.
- 3.5 Containers shall comply with the relevant British Standard, should be marked “Petroleum Spirit-Highly Flammable” and be kept from any source of ignition.
- 3.6 All empty containers should be removed from the venue after the event.
- 3.7 Petrol is to be used as fuel for the competing car only, not for any other purpose.
- 3.8 All vehicle re-fuelling is to take place in the open air. Smoking and any other sources of ignition, including live electrical items, must be prohibited and a safe area should be enforced with an operative on standby with a fire extinguisher.
- 3.9 Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

4. Hazardous Substances

- 4.1 Some parts on historic vehicles, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.
- 4.3 Where asbestos is used, every effort must be made to prevent dust being released.
- 4.4 Some mineral oils may cause skin cancers. Where contact does occur, contamination must be washed off immediately. The wearing of any contaminated clothing must be avoided.
- 4.5 Other substances may cause ill health. Competitors must obtain MSDS (material safety data sheets) from suppliers in advance so that they hold important safety information about the products.

5. Electrical Safety

- 5.1 All electrical equipment must be maintained in a safe condition.
- 5.2 Extension leads & cables should be neoprene, oil resistant flexible cable.
- 5.3 All electrical equipment used externally must be weatherproof and tools must be insulated against electric shock and used with residual current devices.
- 5.4 Electrical equipment and hand tools must not be used where flammable vapours e.g. brake cleaner or fuel, are present.

6. Fire Precautions

- 6.1 All Service vehicles shall be equipped with a suitable fire extinguisher of 4.5kg minimum capacity, in addition to that carried in the competing car.
- 6.2 No Open Fired Cooking is allowed within the Service Area.
- 6.3 No Welding, Grinding or any Hot Work is permitted within the Service Area.
- 6.4 All sources of ignition must be kept away from fuel.
- 6.5 Fire extinguishers must not be moved from their known location, other than when in use.
- 6.6. In the event of any fire, a report must be made to the organisers via the Service Area Manager immediately. The organisers have an emergency plan to cover a fire in Service Area scenario.
- 6.7 All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.

7. Compressed Air Equipment

- 7.1 Air blasts from over inflated tyres can cause severe injury. Tyres must not be inflated above manufacturers' recommendation figures.
- 7.2 Always stand clear when inflating tyres.
- 7.3 Compressors & air lines must be inspected regularly.
- 7.4. Compressed air cylinders must be stored and used to suppliers' recommendations.

8. Noise

- 8.1 Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.
- 8.2 Where exposure to noise is unavoidable, hearing protection must be worn.

9. Manual Handling

- 9.1 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 and provide appropriate lifting aids.

10. Waste

- 10.1 Entrants must remove all waste from the venue, including containers, packaging, tyres, oils etc. They must be disposed of in accordance with environmental legislation.
- 10.2 General waste facilities in the Service Area must not be used to dispose of hazardous substances or materials which have been contaminated by hazardous substances. These must be segregated and disposed of in accordance with waste regulations.

11. Vehicle Safety

- 11.1 A 5 mph speed limit shall be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
- 11.2 There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions and, where practicable, to segregate pedestrian routes.
- 11.3 The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
- 11.4 Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

12. First Aid

- 12.1 Any person sustaining injury or illness, must seek treatment from the event emergency services, by immediately reporting to the Service Area Manager or Service Area Safety Officer in charge of the Service Area, who will ensure the appropriate response.

13. Reporting of Accidents & Incidents

- 13.1 All accidents where any person sustains injury, or where damage to property occurs, must be reported immediately to the Service Area Manager in charge of the Service Area.

14. Further Regulations and Information

- 14.1 Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes must be read in conjunction with all relevant regulations and the HSE's guide HSG112 'Managing Health & Safety at Motorsport Events'.

SPECTATE SAFELY!



ARI
NEEDS
YOU
TO

Be alert!

Always expect the unexpected

Stay at the designated spectator areas

Remember that in an accident anything can happen

Always follow the instructions of the marshals

Your safety – Your life

ONLY A SAFE RALLY IS A GOOD RALLY

#AriNeedsYou



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