

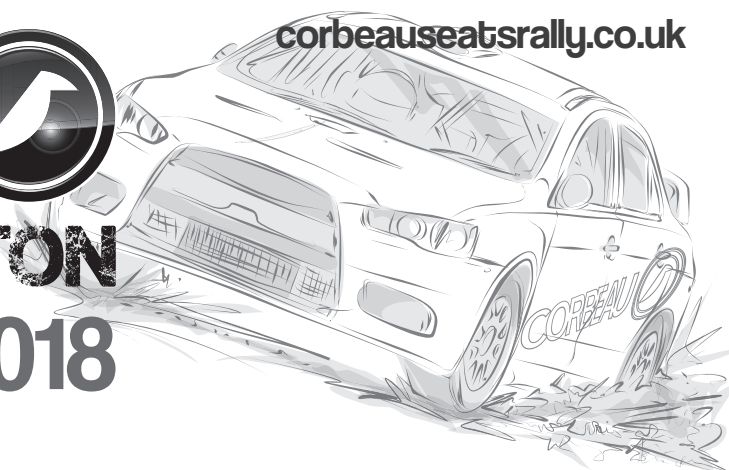
# CORBEAU

seats rally

## TENDRING & CLACTON

Sunday 22 April 2018

corbeauseatsrally.co.uk



# Regulations

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EQUIPMENT**

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NEW  
THINKING.  
NEW  
POSSIBILITIES.

**PROMOTIVE**  
MOTORSPORTS

**REVOLUTION**  
COMPETITION WHEELS

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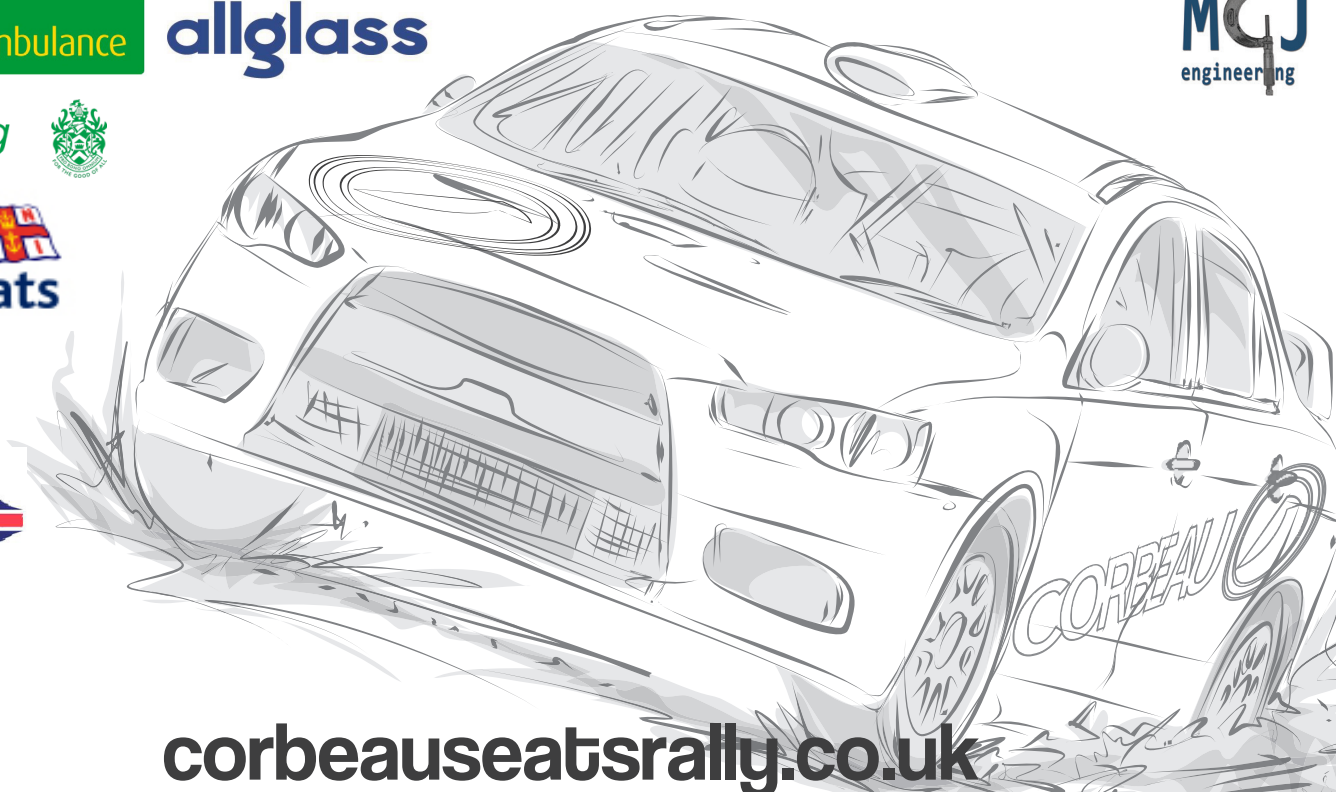
**MCJ**  
engineering

**Tendring  
District Council**

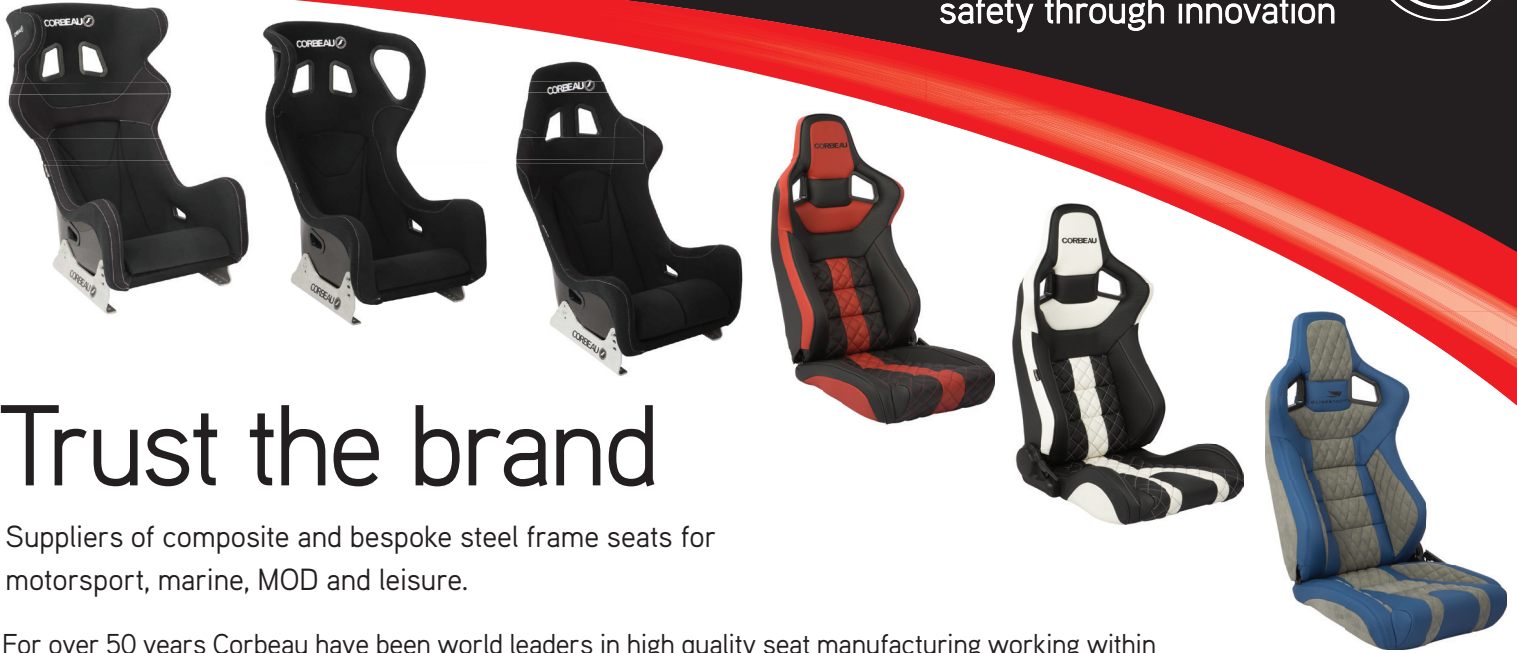


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## Foreword

It is difficult to know where to begin so let's start with 'Welcome to the Corbeau Seats Rally Tendring & Clacton 2018'. Just to get this far has been a major achievement, to be the first event under the new Closed Road Motorsport legislation is almost unbelievable. I must say a huge thank you to everybody who has worked so hard to get us to this point and I do mean us, it has been such a team effort.

Onto the Rally! There will be five different Special Stages, each run three times totalling around 45 miles. The concept of the rally is very much a Belgian or Irish 'one day national' event. Anyone who has done a rally of this type should feel at home in Tendring, for newcomers to the format, we hope to guide you through everything so that you will enjoy it and want to come back for more.

Servicing will be on the Western Esplanade in Clacton with the sea as a backdrop and the pier beckoning.

Several areas of the rally organisation will be different to the usual UK event and I would ask all of you to carefully scrutinise the regulations and competitor bulletins. In particular the entry system, signing on and scrutineering, overnight parc ferme and road timing may be somewhat different to what you are used to.

We are expecting high demand for entries and I wish to be very clear about the entry procedure. Entries will be accepted on a 'first come, first served' basis. However, to become an accepted entry, your entry form must be completely filled in and the entry fee paid. Particular attention should be given to all crew and car details and extra attention to the competitor history and seeding section! Entry acceptance is at the organisers discretion.

I am extremely thankful to Corbeau Seats for their generous sponsorship. This has enabled us to forge on organisationally without having any immediate financial worries. Vic Lee, Managing Director of Corbeau Seats said, "We are very excited to be involved with such a pioneering project. Chelmsford Motor Club have achieved something very special and we are proud to be part of what we all hope will be the first of many Closed Road Motorsport events. With Corbeau Seats being the first motorsport seat manufacturer in the world and still going strong, we hope that this event can enjoy the longevity and growth we have experienced over the last 55 years".

Additional sponsors for the Special Stages and TV coverage are just as important for the profile and the financial success of the event and my thanks go to Andy Fraser of Promotive Engineering, Stuart Cadman of Cadman Construction, Warren McKiernan of Revolution Wheels, Rob Wallace of Haddocks Hyundai, Mick Johnson of MGJ Engineering, Tim and Ben Friend of Allglass Anglia, Steve Harkness of Pirelli and Shaun Chetwyn of Protyre/Michelin.

I must also say a big thanks to Essex County Council, Tendring District Council, the Motor Sport Association and all the residents and Parish Councils on the route. Without your support and enthusiasm and the help from all our friends across the motorsport spectrum, we would not be here.

I hope you can join us in Clacton on Sunday 22nd April 2018.

*Tony Clements,  
Event Director*



# REVOLUTION

## COMPETITION ▲ WHEELS



### MILLENNIUM RALLY

15 X 7.0 TO 15 X 8.0 / 16 X 5.5 TO 16 X 8.0  
17 X 7.5 TO 17 X 8.0 / 18 X 7.5 TO 18 X 8.0



### CR10 FLOW-FORMED RACE NEW

15 X 6.5 / 16 X 7.0 TO 16 X 8.0  
17 X 7.5 TO 17 X 9.5 / 18 X 8.0 TO 18 X 10.0  
18 X 10.0 WEIGHS 10.3KG, ALSO AVAILABLE IN CENTRE LOCK



### GR14 RALLY

15 X 6.0 TO 15 X 7.0 / 16 X 7.0 NEW  
AVAILABLE IN 4, 5 & 6 STUD



### 4 SPOKE RALLY

13 X 5.5 TO 13 X 10.0



### RFX RALLY

13 X 5.5 TO 13 X 6.0 / 14 X 5.5 TO 14 X 6.0  
16 X 7.5 TO 16 X 8.0 / 17 X 7.5 TO 17 X 8.0 NEW  
BMW E30 M3 & COSWORTH SIERRA FITMENTS AVAILABLE



### 5 SPOKE RALLY

15 X 6.0 TO 15 X 10.0  
MANTA/ASCONA 400 FITMENT NOW IN STOCK



### 4 SPOKE RACE

10 X 7.0 NEW / 13 X 5.5 TO 13 X 10.0  
FORMULA SUPER VEE FITMENT NOW AVAILABLE



### 8 SPOKE RALLY

13 X 6.0 TO 13 X 9.0 / 15 X 5.0 TO 15 X 10.0

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## 1 Announcement

- 1.1 Chelmsford Motor Club will organise a National B Permit Multi-Venue Closed Road Special Stage Rally on Sunday 22nd April 2018. The event will be known as the 'Corbeau Seats Rally Tendring & Clacton 2018'.

## 2 Jurisdiction

- 2.1 Held under the General Regulations of The Motor Sports Association (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 Authorisation

- |                               |        |
|-------------------------------|--------|
| 4.1 MSA Permit Number:        | 103984 |
| 4.2 DOT 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 15 Special Stages with up to 45 Stage Miles on Closed Public Roads and approximately 110 Miles of Road Sections. The Special Stages will be timed to an accuracy of 1/10 second in accordance with MSA GR R31. The first Car will be due at MTC 1 at 08:30, 2 cars will start on each Minute. The first car will start the first Special Stage at 09:00. Competitors will start MTC 1 according to the Start List which will be published on the Notice Board and Event Website.
- 5.2 Ordnance Survey Landranger 1:50000 maps 168 & 169 cover the route and may be used, although the organisers will provide sufficient information in the Road Book and other instructions for these not to be required.

## 6 Competitor Eligibility

- 6.1 The event is open to all fully elected members of the organising club 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 are invited to join Chelmsford Motor Club.

- 6.2 The event has been inscribed on to the MSA 2018 National Competitions with Authorised Foreign Participation (NCAFP) Calendar. Competitors from any EU country holding a National Competition Licence issued by one of those countries may enter. The holder will be subject to MSA General Regulations whilst competing (MSA GR H26.2.1).



## 7 Classes & Vehicle Eligibility

7.1 Cars will be split into the following Classes:

- |   |   |
|---|---|
| A) Up to and including 1400cc             | B) Over 1400cc up to and including 1600cc |
| C) Over 1600cc up to and including 2000cc | D) Over 2000cc                            |
| E) All 4 Wheel Drive Cars                 |   |

7.2 NOTES

- For engines with a forced induction system (turbocharger, or super charger etc.) a multiplication factor of 1.7 shall be applied to the actual engine capacity and then the appropriate class determined by the new engine capacity.
- The event is open to all cars complying with MSA GR R46, R47 & R48.

## 8 Championships

8.1 The event is not a round of any championships.

## 9 Timetable of the Event

- |     |   |   |
|-----|---|---|
| 9.1 | 11th February 2018:<br>09:00            | Entries open at <a href="http://corbeauseatsrally.co.uk">http://corbeauseatsrally.co.uk</a> |
| 9.2 | 1st April 2018:<br>20:00                | Entries Close   |
| 9.3 | Friday 20th April 2018<br>14:00 - 19:00 | Rally HQ Open   |
| 9.4 | Saturday 21st April 2018:               |   |
|     | 09:00 - 20:00                           | Rally HQ Open   |
|     | 09:00 - 12:00                           | Documentation & Reconnaissance Registration   |
|     | 12:00 - 18:00                           | Scrutineering & Sound Test  |
|     | 12:00 - 18:00                           | Reconnaissance  |
|     | 12:00 - 18:00                           | Media Office Open   |
|     | 18:00 - 20:00                           | Parc Fermé open   |
| 9.5 | Sunday 22nd April 2018:                 |   |
|     | 07:00 - 21:00                           | Rally HQ Open   |
|     | 07:30 - 21:00                           | Media Office Open   |
|     | 08:30                                   | First car due at MTC 1  |
|     | 17:30                                   | First car due at Last MTC   |
|     | 20:30 Approx.                           | Awards presentation   |

## 10 Acceptance of Entries

10.1 There are two entry fee options:

**Standard:** The standard entry fee is £495. This will include a service area space of approximately 8m x 8m (64 m<sup>2</sup>) - enough for a normal sized van, gazebo and competing car.

**Clubman:** A 'clubman' entry fee of £450 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/ m<sup>2</sup> will be payable as part of your entry fee for any area greater than 64 m<sup>2</sup>. 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 (BACS). The On-Line 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 FULL PAYMENT HAS BEEN RECEIVED. The maximum entry for the meeting is 120 plus reserves, the minimum is 90. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting.

In order for entry status to be clearly seen by all entrants, there will be three categories of entry shown on the event website:

1. Incomplete entries.
2. Completed entries paid and accepted.
3. Completed entries paid and on the reserve list.

Only Completed and Paid entries will be accepted. The first 110 entries will be accepted on a first come first served basis, with a further 10 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.

**We will not accept entries from Novice Drivers. The driver must have finished four Special Stage Rallies to be eligible for an entry. Please ensure you have entered at least four events that you have finished, on the seeding part of the Entry Form. These results will be verified.**

#### 10.5 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 120 entries already having being accepted.

#### 10.6 Entry fees will be refunded as below:

Up to and including 1/4/2018 - Full refund less £25 provided written or email confirmation of such is received by the Entries Secretary before the closing date.

2/4/2018 - 21/4/2018 - MSA Permit Fees & Insurance only refunded.

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

#### 10.7 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 & Deputy Clerk of the Course	:	Tony Clements (MSA Licence No 9765 (m) +44 (0) 7486 604929 email: eventdirector@corbeauseatsrally.co.uk
Clerk of the Course	:	Gary Nicholls (MSA Licence No 37229) Email: clerkofcourse@corbeauseatsrally.co.uk
Deputy Clerk of the Course	:	Rob Pike (MSA Licence No 40225)
Secretary of the Meeting	:	Paul Barrett (h) +44 (0) 1245 290902 Email: secretary@corbeauseatsrally.co.uk
Safety Manager	:	Mark Andrews Email: safetymanager@corbeauseatsrally.co.uk
Spectator Safety Manager	:	David Town (MSA Licence No 189728) Email: spectatorsafety@corbeauseatsrally.co.uk
Safety & Rescue Co-ordinator	:	Charley Webber
Entries Secretary & Child Safeguarding Officer	:	Marion Nicholls (m) +44 (0) 7598 189903 84 Totnes Walk, Chelmsford, Essex CM1 6LU Email: entries@corbeauseatsrally.co.uk
Chief Marshal	:	Matt Endean (m) +44 (0) 7721 529924 marshal@corbeauseatsrally.co.uk
Assistant Chief Marshal	:	Luis Gutierrez-Diaz
Radio Controllers	:	Ken Paterson/Simon Goodwin/Dick Pease
MSA Timekeeper	:	Richard Blackshaw (MSA National A)
Rescue & Recovery Services	:	Cam Rescue 1, Cam Rescue 2, Vulcan Rescue, Hawk Rescue, Lace Rescue, BARC Rescue, Cam Recovery, Forest Recovery, Chelmer Recovery, Solent Recovery, Marches Recovery, Tiger Recovery
MSA Safety Delegate	:	Nicky Moffitt
Safety Car Team	:	Stan Graham, Sue Sanders, Phil Jones, Neil Fuller, Andy Smith, Allan Smith, David James, Pete Henness, Tony Michael
MSA Steward	:	Mike Sones
Club Stewards	:	Alan Barnard & John Arnold
Chief Medical Officer	:	Dr Chris Press
Paramedics	:	Nigel Wells, Ian Roberts, John Horton, Terry Dix Sarah Dix & Bob Griffiths

Resident Liaison Manager	:	Jim Bowie
Resident Liaison Co-ordinator	:	Ted O'Day
Incident Officer	:	Dave Judd
Chief Scrutineer	:	Howard Downes
Environmental Scrutineer	:	Mike Hall
Results	:	Matthew Atkinson
Service Area Manager	:	Tim Harding
Service Area Safety Officer	:	Alistair Brown
Competitor Relations Officer	:	Val Thompson cro@corbeauseatsrally.co.uk
Equipment Managers	:	Colin Wake & Mike Banks
Media Manager	:	Brian Hemmings mediamanager@corbeauseatsrally.co.uk
Stage Commanders	:	Graham Frary, Simon Marks, Jason Hayes, David Baugh, Ian Jarrett

**PLEASE DO NOT PHONE OFFICIALS AFTER 21:00**

## 12 Scrutineering & Sound Test

- 12.1 All vehicles must comply with MSA Technical Regulations. Cars must be taxed. 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 MSA General Regulations and make sure they understand the technical regulations. Tyres used must comply with MSA GR L3 and remain road legal at all times. Tyres marked 'for racing purposes only' are not permitted.
- 12.2 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 (SR28.6). The Crew do not need to be present at Scrutineering.
- 12.3 All cars will be required to pass a pre-event Sound Test as per MSA GR R4.1 and MSA GR J5.1.7 & J 5.1.8 (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.
- 12.4 Reminders
- MSA 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.
- MSA GR R25.3.1. All crew members must wear a crash helmet bearing an MSA approval sticker (MSA GR K.10.1 to K.10.3.1) and a safety belt compliant with MSA GR K2.1.2,3 or 4 (4,5 or 6 points) throughout any Special Stage.
- MSA GR R25.3.2. The crew must also wear flame resistant overalls homologated to either FIA 8856-2000 or FIA 1986 Standard. Attention is drawn to (MSA GR K.9.1.2 and K.9.1.5 to K.9.1.7).



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

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

- 12.5 On-board video cameras may be carried in competing cars in accordance with MSA GR J5.21; these cameras must be fitted before scrutineering and will be inspected.

## 13 Documentation

- 13.1 Competitors are reminded of the MSA'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 MSA GR H22 & R5. All licences must be signed. Any competitor who has a valid MSA licence but who fails to produce it will be required to see the MSA Steward and complete a licence declaration before being allowed to start. A fee as detailed in the current MSA Year Book will also apply.

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

- 13.2 Competitors will be allocated a Documentation & Signing-On Time. Failure to adhere to this will result in a fine of up to £250 or a Start Refused SR28.5.

## 14 Identification

- 14.1 Competitors must make available to the organisers of the event specific areas of the vehicle - MSA GR H29.1.1:

- A Rally Front Plate on bonnet
- B Rally Rear Plate on rear window
- C Event Panel 670mm x 170mm both sides

- 14.2 Competitors will be provided with all rally plates and numbers, which must not be cut or mutilated. This includes rally plates to be affixed to the front and rear of the car.

- 14.3 Competitors may be requested, and will be obliged to carry further advertisements.

- 14.4 All previous Rally/Door Plates from previous events must be removed.

- 14.5 If the vehicle has crew names displayed anywhere these must be correct and relate the Driver/Co-driver in the car for this event.

## 15 Overnight Parc Fermé

- 15.1 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. Cars must be placed here between 18:00 and 20:00 on Saturday 21st April 2018. Failure to do so will result in a fine of up to £250 or Start Refused (SR28.6). Parc Fermé (Out) Times will be displayed on the event notice board and the event website.

- 15.2 Competitors will be permitted to enter on foot, overnight Parc Fermé 30 minutes before their due Parc Fermé (Out) Time. Time Card 1 will be issued at Parc Fermé (Out).

## 16 Official Notice Board & Rally HQ

- 16.1 Rally HQ will be at the Clacton-on-Sea Bowling Club, Marine Drive 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.

## 17 Reconnaissance

### 17.1 Subjective Route Notes

Competitors may make their own notes or purchase from our nominated supplier Patterson Agencies Ltd (Patterson Pacenotes) 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 SR28.7.

17.2 Reconnaissance on Special Stages is ONLY allowed on Saturday 21st April 2018 - 12:00hrs to 18:00hrs. Competitors will be allowed two runs through the Special Stages. See SR28.7.

17.3 Any competitor found before 12:00 on Saturday 21st April 2018, on any Special Stage and in possession of pace notes will not be allowed to start the Rally. Traffic on Special Stages before Saturday 21st April 2018 will be regularly checked by the Police and Organisers. See SR28.7.

17.4 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 SR28.7.

17.5 Identification supplied by the event must be displayed clearly on the side windows during reconnaissance. See SR28.7.

17.6 Competitors must sign on as per the timetable in SR9. Signing on will take place at the Rally HQ, Clacton-on-Sea Bowling Club, Marine Drive West, Clacton, CO15 1XB. See SR28.7.

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 SR28.7.

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 SR28.7.

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 SR28.7.

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 SR28.7.

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 SR28.7.

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



**FR /<sub>Jmp</sub> 80 ! ML → KR + Ć**

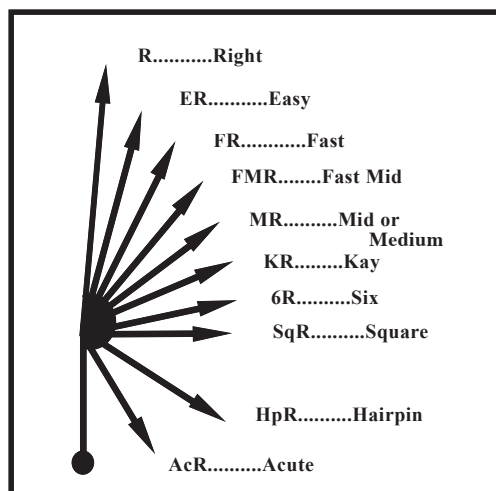
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

**2R /<sub>Jmp</sub> 80 ! 4L → 5R + Ć**

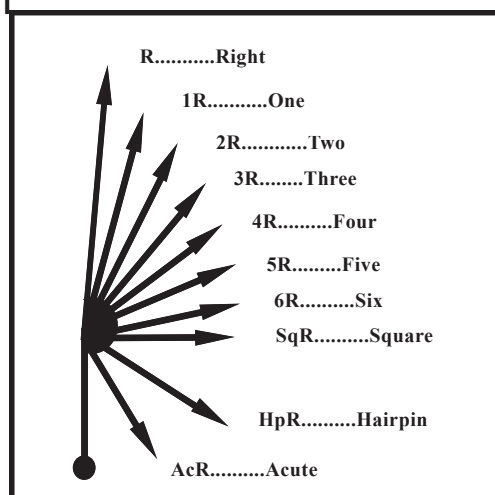
Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

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



**Descriptive**



**Numbers**

1-9, 6 Fastest No 1st, Direction 1st etc. also available

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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 SR28.7.

- 17.13 The use of intercoms and headsets during reconnaissance is not permitted, unless a letter of medical dispensation from the MSA is produced at signing on. See SR28.7.
- 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 SR28.7.

## 18 Insurance

- 18.1 Drivers with their own insurance must give the name and address of their insurance company together with their policy number on the entry form.
- 18.2 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 £20 (subject to change). 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
  - 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](mailto:info@jelfmotorsport.com)



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## 19 Vehicle Tracking

19.1 Vehicle tracking systems will not be used on this event.

## 20 Road Book

20.1 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 MSA 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.

## 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 MSA 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 MSA GR G11 and MSA 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 MSA GR R32.2 k), MSA GR R32.2 (l) and MSA GR C2. The competitor may be called before an MSA Disciplinary Tribunal. For an offence by the competitors' service crew, the competitor will be penalised in accordance with MSA GR R38.3.1 - fine of up to £250 or exclusion.

21.6 Sound Control: The Organisers will appoint Judges of Fact and or Driving Standards Observers, one of whom will be the MSA Environmental Inspector, to report on sound levels. The penalty for excessive sound may go as far as exclusion.

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 MSA 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 Yellow Flags

22.1 MSA 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 Yellow Flags will be in place. These will be located at all Radio Points. At these locations a rescue/emergency vehicle may re-enter the Special Stage following a shortcut (MSA GR R29.5).

22.2 Yellow Flags will only be displayed on the specific instruction of the Clerk of the Course or one of his deputies via the Radio Controller. Yellow 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. Crash helmets must not be worn on public roads.

The event will be run using the Target Timing system as defined in MSA GR R31 of the General Regulations, amended:

Maximum Permitted Lateness will be 15 minutes between Main Time Controls (MSA GR R31.2.5).

23.2 Penalties as per MSA 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. (MSA 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 normally be 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 (MSA 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 with automatic jump start detection by a beam as per MSA GR R25.7.3.

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 exclusion, 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 Road Sections.

## 23.7 Main Time Controls (MTC)

Competitors must visit each MTC, all other controls listed in the Road Book within Maximum Permitted Lateness and complete all 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, usually following a Regroup or Service.

After a Regroup an MTC( Out) Time will be issued as defined in the Road Book. The penalty for early or late arrival (inside Maximum Permitted Lateness) at an MTC(Out) is ten seconds per minute - MSA GR R32.2 (j). At the end of the event, competitors may check-in early at the final Main Time Control - MSA 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 (RC)

The Road Book will specify these controls, where competitors not disqualified by having more than the maximum permitted lateness at that control, will start the next section with zero lateness. MSA GR R31.2.10. All MTC(In) controls are Regroup Controls.

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

## 23.10 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.

## 23.11 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 m<sup>2</sup> service area - chargeable at £10/m<sup>2</sup> for all area greater than 64 m<sup>2</sup> and limited to 30 spaces.

## 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 MSA GRs R38 & R39. Details for Trailer Parking will be detailed in a Competitor Bulletin.

- 24.4 Service crews will not be permitted to go to the assistance of competitors who break down on a Special Stage (MSA 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 exclusion.
- 24.7 Re-fuelling 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.
- 24.8 The Speed Limit in the Service Area is 5MPH.

## 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 MSA GR R40.1.3 & R40.1.4 & Chart 32.2(p) and may be reported to the MSA 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 MSA insurance policy, the competitor will be liable for the insurance excess that Chelmsford Motor Club has to pay the MSA, 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 SR28.8.

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.





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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 the MSA apply as written except for the following which are modified.

27.2 MSA GR H30.1.3(e) Competitors will be required to carry advertising material supplied by the Organisers on behalf of their sponsors.

27.3 MSA GR R5.4.3 Only the first named driver on the entry form may drive the vehicle.

27.4 MSA GR R31.2.5 Maximum Permitted Lateness is amended to 15 Minutes.

27.5 MSA 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 MSA GR R Chart 32.2 and any amendments that the MSA may make, except for the following which are modified or added:

28.2 (a)(i) Not completing a Special Stage	Retired
28.3 (h) For each minute over Target Time on a Road Section or for each minute over Target Time in a Service Area.	10 seconds
28.4 (o) Breach of MSA 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 (dd) Modified to include SR12.2, SR13.2 and SR15 (Documentation, Scrutineering/Sound Check & Overnight Parc Fermé)	Up to £250 Fine or Start Refused
28.7 (t) Contravention of SR17.1 to SR17.14 (Reconnaissance)	1st Offence - Up to £250 Fine or Start Refused 2nd Offence - Start Refused
28.8 (b) Includes cutting of corners, driving on verges, hitting traffic furniture and driving with a flat tyre beyond a point where it is safe to change a wheel.	10 minutes

## 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 the 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.



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## 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 MSA 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 MSA GRs C5 & C6

## 31 Awards

- 31.1 Awards will be presented as follows

A)	1st Overall	2 Awards.
B)	2nd Overall	2 Awards.
C)	3rd Overall	2 Awards.
D)	1st in each Class	2 Awards.
E)	2nd in each Class	2 Awards.
F)	3rd in each Class	2 Awards.

- 31.2 Additional awards may be presented and these will be detailed in the Competitor Bulletins. No competitor may win more than one award. Competitors may forfeit awards if they fail to attend the awards presentation personally or make arrangements for a representative to collect them.
- 31.3 Prizegiving will be immediately after the rally has finished as soon as the results are declared final, at the Clacton-on-Sea Bowling Club, Marine Drive West, Clacton, CO15 1XB.

## 32 Services

Catering	Will be available at various venues around Clacton Sea Front.
Tyres	Slicks Tyres will be present in the Service Area. Contact Andrew Knott on +44 (0) 114 247 0485
Protyre	Protyre Motorsport will be present in the Service Area. Contact Shaun Chetwin on +44 17 82 411 001 Email: shaun.chetwyn@protyre.co.uk
Photographs	Andrew Manston is the Official Photographer for the event. Call Andrew Manston on +44 (0) 1795 479224 <a href="http://www.mandhphotography.co.uk">http://www.mandhphotography.co.uk</a>
Fuel	Vital Equipment +44 (0) 1981 241169
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 Pacenotes). Contact +44 (0) 28 9084 4111 Email: sales@rallynews.net Online: <a href="http://www.rallynews.net">www.rallynews.net</a>

## 33 Acknowledgements

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

*The Motor Sports Association  
All Safety & Rescue Crews - All Marshals and Officials  
Essex County Council  
Tendring District Council  
All Residents on the Route  
Corbeau Seats*

**Special Stage Sponsors:**  
*Cadman Construction  
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## 34 Spectators

There will be several defined spectator points on the Special Stages. Spectating outside of these areas is not permitted and will be strictly monitored by the MSA Safety Delegate and event organisers. Follow the rally on Facebook <https://www.facebook.com/CSRTC2018/> or see the event Website - <http://corbeauseatsrally.co.uk>

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## 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 exclusion.

### 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 should 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 any service area and any time is prohibited. No open flame cooking equipment is permitted in the service area.
- 2.4 The organisers have appointed a Service Area Safety Officer and a supporting team to oversee all safety management and competitor adherence.
- 2.6 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.
- 2.7 Service area zones will be clearly marked and public access restricted. Safety notices will be displayed and must be complied with.
- 2.8 The speed limit for Service Areas is 5 MPH.
- 2.9 All entrants should have a suitable substantial environmental ground-sheet in place before any work commences on the vehicle.
- 2.10 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.
- 2.11 All service vehicles should 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 should be contained immediately by the crew concerned, and reported immediately to the Service Area Manager.
- 2.12 Fire extinguishers with a capacity of at least 4.5kg should 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.



- 2.13 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 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.
- 2.14 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
- 2.15 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.
- 2.16 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.
- 2.17 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.
- 2.18 Trailing cables & hoses must not be allowed to create a trip hazard and should not be run across access or ways unless covered by cable protectors.
- 2.19 Whenever vehicle engines are being run, adequate ventilation must be in place.
- 2.20 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 The organisers have established suitable arrangements for refuelling with a preference for a designated refuelling zone. A Self Refuelling Zone will be available. Fuel can be pre-ordered from Vital Equipment 01981 241169 - Competitors are encouraged to use this service where possible
- 3.2 There is a designated area for refuelling, this area will comprise of a Vital Equipment dispensing area and a self refuel area. Competitors using the self refuel area must have deposited their BS standard fuel canisters within the self refuel fuel storage area prior to 08:00 on 22nd April 2018. Canisters will be tagged and logged by the Environmental Scrutineer, however, competitors are reminded that it's their responsibility to ensure the self refuel area contains sufficient fuel for their days sport or preferably use the Vital Equipment dispensing area. Note in instances of early retirement you must have the consent of the Environmental Scrutineer to collect your canisters and you must follow his instructions fully in doing so.



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- 3.3 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. 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 Ideally re-fuelling should be by hand pumping, rather than 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 should be made to prevent dust being released.
- 4.4 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.
- 4.5 Other substances may cause ill health. Competitors should 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 should 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 should be weatherproof and tools should be insulated against electric shock and used with residual current devices.
- 5.4 Electrical equipment and hand tools should 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 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 Wok is permitted within the Service Area.
- 6.4 All sources of ignition should be kept away from any fuel store or re-fuelling area.
- 6.5 Fire extinguishers should not be moved from their known location, other than when in use.
- 6.6 In the event of any fire, a report should 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 should not be inflated above manufacturers' recommendation figures.
- 7.2 Always stand clear when inflating tyres.
- 7.3 Compressors & air lines should be inspected regularly.
- 7.4. Compressed air cylinders should 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 should 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 it in accordance with environmental legislation.
- 10.2 General waste facilities in the service area should 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, should 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, should 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 should be read in conjunction with all relevant regulations and the HSE's guide HSG112 'Managing Health & Safety at Motorsport Events'.

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