

CORBEAU

seats rally



TENDRING & CLACTON

27th & 28th April 2019

#tendringrally



REGULATIONS



Chelmsford Motor Club



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Club

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2019 AEMC and ASEMC
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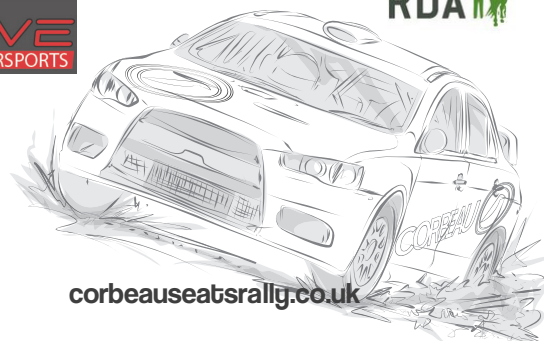
MGJ
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TECHNOLOGY.
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RALLY
CHAMPIONSHIP

Rose Albert Clack Rally
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corbeauseatsrally.co.uk



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



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Foreword

Welcome to the Corbeau Seats Rally Tendring & Clacton 2019. Here we are looking forward to the second running of the rally, it has come around so quickly, last year's event seems like only a few weeks ago!

There are a few minor changes for this year. We are planning for four special stages run three times each, all the stages will be longer and we now have approximately 50 stage miles available. Additionally the event will begin with a ceremonial start on Saturday evening and prize giving will take place at the finish of the rally.

A new innovation this year will be the introduction of a dedicated VIP area. This will be fully catered and provide a unique spectating area. Tickets are available at £45 for a full day's food, drink and entertainment provided by experienced and professional local company, Black Jacket Events. Please see the advert in these regulations for more details.

Continuing title sponsorship from Corbeau Seats has enabled us to plan and grow the rally without financial worries. Vic Lee, Managing Director said "Chelmsford Motor Club has created something very special and we are proud to continue our support for this prestigious closed road rally. 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 56 years".

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 27th/28th April 2019.

Tony Clements.

Event Director

Service Area Catering

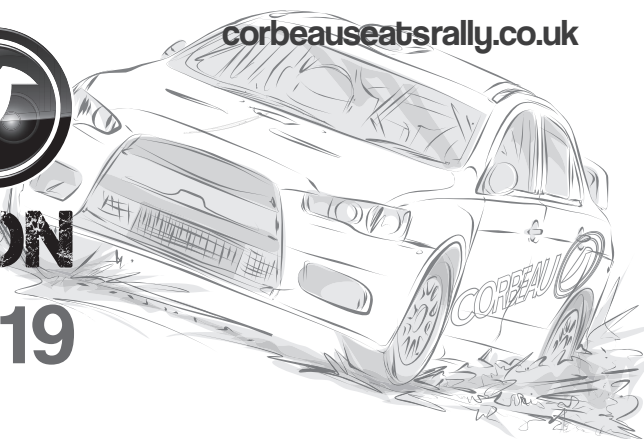
CORBEAU
seats rally



corbeauseatsrally.co.uk

TENDRING & CLACTON

27th & 28th April 2019



**Pre-order your hot Breakfast and lunch
to be collected at your preferred time from
within the service area**

Saturday 27th April

Early bird Special £10/head for your hot lunch Includes a hot drink

Sunday 28th April

Early bird special £15/head for both your breakfast and lunch Includes a hot drink

Menu

Choose up to three items of the below to go in your hot breakfast bag

Smoked Back Bacon

Fried Egg

Cumberland Sausage

Veggie/Vegan Sausage

Lunch

Cheese Burger, Fried Onions

Hot dogs, Fried Onions

Jacket Potatoes – Choice of Cheese, Tuna, Chilli, Cheese and Beans

Lasagne, Garlic Bread

Chilli Con Carne, Rice

Vegetable Lasagne, Garlic Bread

Vegetable Chilli, Rice

Penne Pasta Arrabiata Salad with Rocket

Crusty baguettes - Choice of Ham Salad, Cheese and pickle, Chicken,

Bacon and Mayo or Tuna, Mayo and Cucumber

Pre-orders must be sent to info@blackjacketevents.com by 19th April 2019

Orders can be made on the day but you will not receive the 'Early Bird' special price



**Black
Jacket
Group**

Woodland Business Park, Unit 1 Lower Works,
Thorrington, Essex, CO7 8JD
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info@blackjacketevents.com
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CORBEAU seats rally **TENDRING & CLACTON** **28th April 2019**



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Wrist band access to come and go as you please

VIP parking

Heated Marquee

Toilet facilities

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Two Course Hot Lunch

Afternoon Tea

Tea and Coffee available all day

Seating area

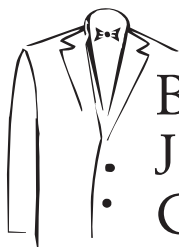
Licensed bar available

Live radio broadcast

Children's menu available

£45/head

For more information or to purchase your tickets
please contact info@blackjacketevents.com

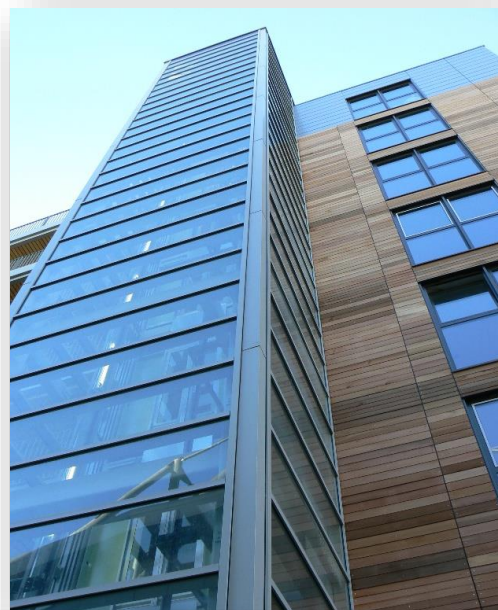


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g allglass g

Allglass (Anglia) has been established since 1988 and is still run by one of the founding partners. Initially aimed at providing a traditional glazing service to builders and individuals alike. Over the years, Allglass has continually made advances and changes and has now become a recognised brand not just locally, but throughout East Anglia home counties and London.



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Corbeau Seats Rally Tendring and Clacton 2019					
		V6	12 February 2019		
TC SS	Location	SS Dist. Miles	Liaison Dist. Miles	Target Time	First Car Due
MTC 0 (Out)	Parc Ferme Out	-	-	-	08:00
TC 0A (In)	Service In	-	0.40	00:05	08:05
Service A - Marine Parade West		-	(0.4)		
TC 0B (Out)	Service Out - Start (Clacton)	-	0.50	00:25	08:30
TC 1			10.22	00:27	08:57
SSS 1	Promotive Engineering 1				09:00
SSF 1		6.53			
TC 2			3.42	00:11	09:24
SSS 2	Cadman Construction 1				09:27
SSF 2		3.56			
TC 3			3.46	00:12	09:46
SSS 3	Weston Homes 1				09:49
SSF 3		5.01			
TC 4			5.28	00:17	10:16
SSS 4	MGJ Engineering 1				10:19
SSF 4		2.45			
MTC 4A (RC In)	Clacton Regroup In	-	5.68	00:18	10:42
TC 4B	Clacton Regroup Out - Service In	-	0.00	00:23	11:05
Service B - Marine Parade West		(17.55)	(28.06)		
TC 4C (Out)	Service Out - Re-Start Clacton	-	0.40	00:45	11:50
TC 5			10.22	00:27	12:17
SSS 5	Promotive Engineering 2				12:20
SSF 5		6.53			
TC 6			3.42	00:11	12:44
SSS 6	Cadman Construction 2				12:47
SSF 6		3.56			
TC 7			3.46	00:12	13:06
SSS 7	Weston Homes 2				13:09
SSF 7		5.01			
TC 8			5.28	00:17	13:36
SSS 8	MGJ Engineering 2				13:39
SSF 8		2.45			
MTC 8A (RC In)	Clacton Regroup In	-	5.68	00:18	14:02
TC 8B	Clacton Regroup Out - Service In	-	0.00	00:23	14:25
Service C - Marine Parade West		(17.55)	(28.46)		
TC 8C (Out)	Service Out - Re-Start Clacton	-	0.40	00:30	14:55
TC 9			10.22	00:35	15:30
SSS 9	Promotive Engineering 3				15:33
SSF 9		6.53			
TC 10			3.42	00:11	15:57
SSS 10	Cadman Construction 3				16:00
SSF 10		3.56			
TC 11			3.46	00:12	16:19
SSS 11	Weston Homes 3				16:22
SSF 11		5.01			
TC 12			5.28	00:17	16:49
SSS 12	MGJ Engineering 3				16:52
SSF 12		2.45			
MTC 12A (In)	Finish Clacton	-	5.68	00:18	17:15
Total Mileages		52.65	85.48	62%	

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

Contents

	Time Schedule	Page 8
	Contents	Page 9
1	Announcement	Page 11
2	Jurisdiction	Page 11
3	Sponsor	Page 11
4	Authorisation	Page 11
5	Route & Seeding	Page 11
6	Competitor Eligibility	Page 11
7	Classes & Vehicle Eligibility	Page 11
8	Championships	Page 12
9	Timetable of the Meeting	Page 12
10	Acceptance of Entries	Page 13
11	Officials of the Meeting	Page 14
12	Scrutineering & Sound Test	Page 15
13	Documentation	Page 16
14	Identification	Page 17
15	Ceremonial Start & Overnight Parc Fermé	Page 17
16	Official Notice Board & Rally HQ	Page 17
17	Reconnaissance	Page 17
18	Insurance	Page 18
19	Vehicle Tracking	Page 19
20	Road Book	Page 19
21	Driving Standards/Observers/Judges of Fact	Page 20
22	Red Flags	Page 20
23	Controls & Timing	Page 20
24	Servicing & Refuelling	Page 22
25	Damage Declaration & Damage to Third Party Property	Page 23
26	Child Safeguarding Policy	Page 23
27	General Regulations	Page 24
28	Penalties	Page 24
29	Penalty Markers	Page 24
30	Results, Protests and Appeals	Page 25
31	Awards	Page 25
32	Services	Page 25
33	Acknowledgements	Page 26
34	Spectators	Page 26
35	VIP Hospitality	Page 26
36	Drones	Page 26

Appendix A

1	Service Area & Refuelling Regulations	Page 27
2	General Service Area Requirements	Page 27
3	Refuelling, Fuel Storage & Transport Requirements	Page 28
4	Hazardous Substances	Page 29
5	Electrical Safety	Page 29
6	Fire Precautions	Page 29
7	Compressed Air	Page 30
8	Noise	Page 30
9	Manual Handling	Page 30
10	Waste	Page 30
11	Vehicle Safety	Page 30
12	First Aid	Page 30
13	Reporting of Accidents and Incidents	Page 31
14	Further Regulations and Information	Page 31

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Corbeau Seats Tending & Clacton Rally 28th April 2019



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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 Saturday 27th and Sunday 28th April 2019. The event will be known as the 'Corbeau Seats Rally Tendring & Clacton 2019'.

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 Authorisation

- | | |
|----------------------------------|--------|
| 4.1 Motorsport UK Permit Number: | 108748 |
| 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 12 Special Stages with approximately 50 Stage Miles on Closed Public Roads and approximately 85 miles of road sections. Competitors will start the rally on Sunday 28th April, according to the Start List which will be published on the Notice Board and Event Website. Cars will start on Sunday 28th April from MTC0 (Out) Control. Subject to Motorsport UK approval cars will start at 2 per minute. The first car is due to start the first Special Stage at 09:00. 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 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 Motorsport UK 2019 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 Motorsport UK General Regulations whilst competing (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 | |

Historic period rally cars complying with GR R49:

Category 1 - (pre 1968) Category 2 - (1968 - 1974)

Category 3 - (1975-1981) Appendix K - All FIA homologated historic rally cars, with papers

Category 4 a (1982- 1985) Category 4b (1986 - 1990)

7.2 NOTES

a) 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.

b) 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:

Jelf Motorsport.com Stage Rally Championship:

Motorsport UK Registration 2019/006 Secretary - Paul Barrett (details below)

Eligibility Scrutineer - Lloyd Gerkin

Maxxis Tyres 2019 Motorsport UK English Rally Championship:

Motorsport UK Registration 2019/008

Secretary - Howard Wilcock Email: howard@btrdarally.com;

Fuchs Lubricants RACRMC Historic Asphalt Rally Championship:

Motorsport UK Registration 2019 / 017

Secretary - Colin Heppenstall colin@racrallychamp.org

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

9 Timetable of the Event

9.1 23rd February 2019:

09:00 Entries open at <http://corbeauseatsrally.co.uk>

9.2 14th April 2019:

20:00 Entries close

9.3 Friday 26th April 2019

12:00 - 18:00 Rally HQ open

9.4 Saturday 27th April 2019:

09:00 - 19:00 Rally HQ open

10:00 - 14:00 Documentation & Reconnaissance Registration

12:00 - 17:30 Scrutineering & Sound Test

12:00 - 18:00 Reconnaissance

10:00 - 19:00 Media Office Open

17:00 Start List published in Rally HQ and at ralliesinfo.com

18:00 First car due at Ceremonial Start Clacton Sea Front

18:10 - 20:30 Parc fermé (In) open

9.5 Sunday 28th April 2019:

07:00 - 20:00 Rally HQ open

07:30 - 21:00 Media Office open

08:00 First car due out of parc fermé MTC 0 (Out)

08:30 First car due at TC 0B (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:

a) **Standard:** The standard entry fee is £545 This will include a service area space of approximately 8m x 8m (64 m²) - enough for a normal sized van, gazebo and competing car.

b) **Clubman:** A 'clubman' entry fee of £495 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 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 ALL DETAILS ARE COMPLETE AND FULL PAYMENT HAS BEEN RECEIVED. The maximum entry for the meeting is 125 plus reserves, the minimum is 90. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting.

Only Complete Entries that are Paid will be shown on the event website:

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 15 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 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 125 entries already having being accepted.

10.7 Entry fees will be refunded as below:

Up to and including 14/4/2019 - Full refund less £25 provided written or email confirmation of such is received by the Entries Secretary before the closing date.

15/4/2019 - 27/4/2019 - Motorsport UK Permit Fees & Insurance only refunded.
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
Deputy Event Safety Manager & Incident Officer	:	Dave Judd
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 Marshal	:	Matt Endean
Entries Secretary	:	Melly Barrett Email: entries@corbeauseatsrally.co.uk
Radio Controllers	:	Ken Paterson, Dick Pease & tba
Motorsport UK Timekeeper	:	Richard Blackshaw (Motorsport UK National A)
Rescue & Recovery Services	:	Cam Rescue 1, Cam Rescue 2, Mercia Rescue Hawk Rescue, Lace Rescue, BARC Rescue, Cam Recovery, Forest Recovery, Chelmer Recovery, Solent Recovery, Maverick Recovery and Tiger Recovery
Motorsport UK Safety Delegate	:	Neil Fuller

Safety Car Team	:	Stan Graham, Phil Jones, Jason Murphy, Allan Smith, David James, Pete Henness, Tony Michael, Paul Farley, Mike Howard, Teresa Butler
Motorsport UK Steward	:	David Walton
Club Stewards	:	Alan Barnard & Brian Hemmings
Chief Medical Officer	:	Dr Harj Chaggar
Paramedics	:	Nathan Hone, John Horton, Annemarie Harris Nigel Wells, Tony Brooks, & Bob Griffiths
Resident Liaison Manager	:	Brian Rivett
Chief Scrutineer	:	Howard Downes
Scrutineers	:	Geoff Oates & John Gray
Environmental Scrutineer	:	Mike Hall
Results	:	Matthew Atkinson
Service Area Manager	:	Alistair Brown
Service Area Safety Officer	:	Paul Masser
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.

PLEASE DO NOT PHONE OFFICIALS AFTER 21:00

12 Scrutineering & Sound Test

- 12.1 All vehicles must comply with Motorsport UK Technical Regulations. A validated Competition Car Log Book (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. 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.
- 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 (SR28.7). 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 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.
- 12.4 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 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.

GR R25.3.2. The crew must also wear flame resistant overalls homologated to either FIA 8856-2000, FIA 8856-2018 (new from December 2018 and not referenced in the 2019 Year Book) or FIA 1986 Standard. Attention is drawn to (GR K.9.1.2 and K.9.1.5 to K.9.1.7).

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.

- 12.5 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.

13 Documentation

- 13.1 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. 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.

- 13.2 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 125 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.

- 13.3 In the entries system 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 documentation and late afternoon scrutineering; once signed on you can complete the recce before scrutineering. Documentation 10.00 - 11.00, Scrutineering 16.15 - 17.30.
- 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 late morning documentation after which the crew has the whole afternoon to complete two recce runs. Documentation 11.00 - 12.00, Scrutineering 13.30 - 15.00.
- 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 early afternoon documentation, followed by one recce run, scrutineering and another recce run. Documentation 12.00 - 13.00, Scrutineering 15.00 - 16.15. 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 (both early afternoon) and then have two recce runs later in the day. Scrutineering 12.00 - 13.30, Documentation 12.30 - 14.00.

14 Identification

- 14.1 Competitors must make available to the organisers of the event specific areas of the vehicle in accordance with GR H29.1.1:
- Numbered rally plate on each door
 - Numbers to be affixed both rear side windows
- 14.2 Competitors will be provided with all rally plates and numbers, which must not be cut or mutilated.
- 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 Ceremonial Start & Overnight Parc Fermé

- 15.1 The event will commence with a ceremonial start on Saturday evening. All 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).
- 15.2 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 in start order at intervals of two cars a minute from 18:10 on Saturday 27th April 2019, following the Ceremonial Start. Failure to do so will result in a fine of up to £250 or Start Refused (SR28.7). Parc Fermé (Out) Times will be displayed on the event notice board and the event website.
- 15.2 A Time Card Book will be issued at Parc Ferme (In) on submission of these process cards, which will be issued during Saturday 27th April 2019:
- Documentation Card
 - Scrutineering & Noise Process Card
 - Reconnaissance Time Card.
- 15.3 Parc fermé (Out) Times will be displayed on the event notice board and the event website. Competitors will be permitted to enter Parc Fermé on foot 30 minutes before their due parc fermé (Out) Time.

16 Official Notice Board & Rally HQ

- 16.1 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

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 SR28.8.
- 17.2 Reconnaissance on Special Stages is ONLY allowed on Saturday 27th April 2019 - 12:00hrs to 18:00hrs. Competitors will be allowed two runs through the Special Stages. See SR28.8.

- 17.3 Any competitor found before 12:00 on Saturday 27th April 2019, on any Special Stage and in possession of pace notes will not be allowed to start the Rally. Traffic on Special Stages before Saturday 27th April 2019 will be regularly checked by the Police and Organisers. See SR28.8.
- 17.4 If you are wish to do reconnaissance yo 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.
- 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 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 £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

19 Vehicle Tracking

19.1 Tracking systems will not be used, but 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.

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 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.

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).

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 Road Sections.

23.7 Main Time Controls (MTC)

At all MTCs on Sunday 28th April 2019, cars will start at two per minute (Subject to Motorsport UK approval). 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 (ie 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 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 - GR R32.2 (b).

23.11 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.

23.12 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 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 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 (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 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 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 H30.1.3(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 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 SR15 (Documentation, Scrutineering/Sound Check Ceremonial Start & 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 |

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.

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 Class | Two awards |
| E) | 2nd in Classes A-E | Two awards |
| F) | 3rd in Classes A-E | Two 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 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

- | | | |
|-------------|---|--|
| 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 Chetwyn on +44 17 82 411 001
Email: shaun.chetwyn@protyre.co.uk | |
| 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 Pacenotes).
Contact +44 (0) 28 9084 4111
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 on the route
Special Stage Sponsors
Service Area Sponsors
Paul Hull & Homestead Caravans*

34 Spectators

There will be a Ceremonial Start which will commence from 18:00 on Saturday 27th April on Clacton Sea Front, Marine Parade West. All are welcome.

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 Motorsport UK Safety Delegate and event organisers.

More details at:

Facebook <https://www.facebook.com/tendringrally>

Twitter [#tendringrally](https://twitter.com/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 £45 per person. For details see the event website.

36 Drones

No person connected with any competing crew (including service crew) may fly a drone 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 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.
- 2.5 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.
- 2.7 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 Re-fuelling is permitted in the Service Area, this must be the last operation to be carried out before the vehicles leave. The vehicle must 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 must 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.
- 3.2 Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
- 3.3 Containers shall must be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.
- 3.4 All empty containers must be removed from the venue after the event.
- 3.5 Petrol is to be used as fuel for the competing car only, not for any other purpose.

- 3.6 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 must be enforced with an operative on standby with a fire extinguisher.
- 3.7 Refuelling operatives, including those standing by with fire extinguishers, must 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 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 it 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'.




Tendering & Clacton
Sunday 28th April 2019

FR /_{Jmp} 80 ! ML → KR + Ć

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

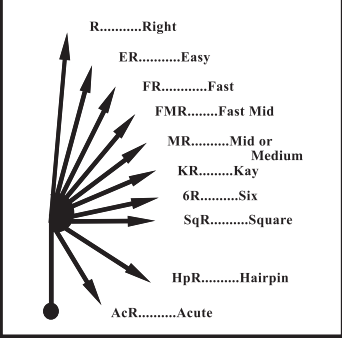
2R /_{Jmp} 80 ! 4L → 5R + Ć

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.

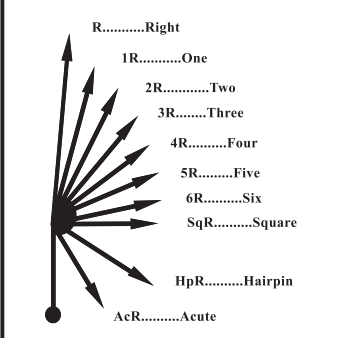
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