



CORBEAU

SEATS RALLY

TENDRING & GLACTON

22ND & 23RD APRIL 2023



Supplementary Regulations



No cycling
beyond this
point

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www.chelmsfordmc.co.uk



Recognised
Club



Rix Engineering
2023 AEMC and ASEMCC
Stage Rally Championship
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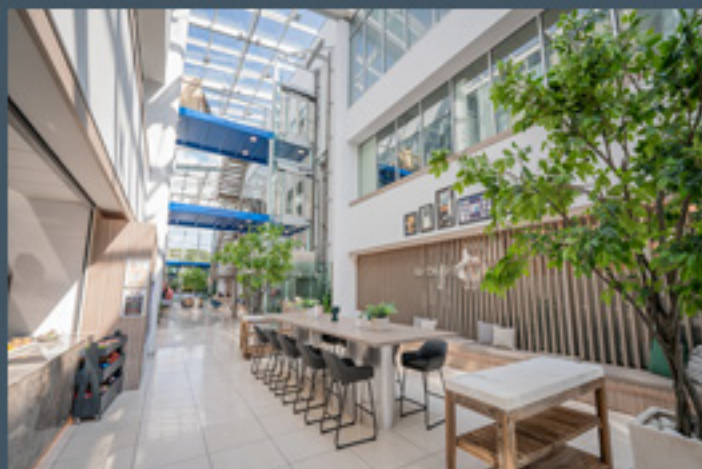
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Foreword

Welcome to the fourth running of the Corbeau Seats Rally Tendring & Clacton. For 2023 we have decided on a major restructuring of the rally with a big focus on reducing costs and prioritising club competitors.

Starting with a longer version of the Clacton Sea Front stage on Saturday evening, three of Sunday's stages have been revised and lengthened with all 4 running in the reverse direction to previous years.

The intention is to run around 60 competitive miles. Given the tough economic climate we have minimised expenditure wherever we can, resulting in a competitive entry fee of £695 including tracking and carbon offset costs, the lowest closed road rally entry fee in the country.

Our entries process has been simplified this year. We do not expect all 150 places to fill and will allocate the first 130 entries immediately on receipt of a fully completed form and payment. We do need a minimum of 90 cars to justify running the event, so we encourage everyone to enter as early as possible.

The vehicle class structure has also been simplified to align with the more traditional capacity classes used in most club-level events at present.

Corbeau Seats are again our title sponsor and our thanks go to Vic Lee for his continuing support; 'Corbeau Seats are pleased to continue our support of Chelmsford Motor Club's closed road stage rally and look forward to maintaining our fruitful relationship in the future'.

Our thanks also go to our other sponsors together with Essex Highways and Tendring District Council.

Again, the event wouldn't happen without the hard work put in by all the volunteer marshals and officials, we couldn't do it without you, a massive 'thanks'.

Chelmsford Motor Club is accredited to Motorsport UK's FIA accredited Environmental Management System (EMS) framework and has implemented sustainability practices on this and future events. These include an objective for carbon neutral which will be achieved through participation in a carbon enhancement scheme. Other actions include selection of suppliers. We ask all competitors to bear this policy mind as they plan for and participate in the rally.

I look forward to you joining us on Saturday and Sunday 22nd/23rd April 2023.

Tony Clements - Event Director.



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Corbeau Seats Rally Tending and Clacton 2023

V1.5 03/02/2023

Start (Section 1) - Sunrise 05:42, Sunset 20:06 - High Tide 17:46 **Saturday 22nd April 2023**

TC SS	Location	SS Dist. Miles	Liaison Dist. Miles	Target Time	First Car Due
MTC 0	Service Out	-	-	-	17:50
TC1			1.69	00:07	17:57
SSS 1	Sea Front Super Special 1				18:00
SSF 1		1.35			
TC2			1.69	00:12	18:15
SSS 2	Sea Front Super Special 2				18:18
SSF 2		1.35			
MTC 2A (In)	Parc Ferme In		1.11	00:06	18:27
Saturday Totals		2.70	4.49	38%	

Re-Start (Section 2) - Sunrise 05:40, Sunset 20:07 **Sunday 23rd April 2023**

TC SS	Location	SS Dist. Miles	Liaison Dist. Miles	Target Time	First Car Due
TC 2B (Out)	Parc Ferme Out	-	-	-	08:00
TC 2C (In)	Clacton Service In		2.00	00:08	08:08
Service A - Marine Parade West			(6.49)		
TC 2D (Out)	Service Out - Start (Clacton)		0.62	00:25	08:33
TC 3			7.48	00:24	08:57
SSS 3	Bacons End				09:00
SSF 3		3.74			
TC 4			6.05	00:19	09:27
SSS 4	Park Farm				09:30
SSF 4		5.10			
TC 5			2.27	00:07	09:47
SSS 5	Burnt Heath				09:50
SSF 5		2.75			
TC 6			4.29	00:13	10:09
SSS 6	Bradfield				10:12
SSF 6		6.39			
MTC 6A (RC In)	Regroup In		9.41	00:30	10:55
TC 6B (RC Out)	Regroup Out/Service In			00:23	11:18
Service B - Marine Parade West		(17.98)	(30.12)		
TC 6C (Out)	Service Out - Re-Start Clacton		0.62	00:45	12:03
TC 7			5.48	00:18	12:21
SSS 7	Bacons End				12:24
SSF 7		3.74			
TC 8			6.05	00:19	12:51
SSS 8	Park Farm				12:54
SSF 8		5.10			
TC 9			2.27	00:07	13:11
SSS 9	Burnt Heath				13:14
SSF 9		2.75			
TC 10			4.29	00:13	13:33
SSS 10	Bradfield				13:36
SSF 10		6.39			
MTC 10A (RC In)	Regroup In		9.41	00:30	14:19
TC 10B (RC Out)	Regroup Out/Service In			00:23	14:42
Service C - Marine Parade West		(17.98)	(28.12)		
TC 10C (Out)	Service Out - Re-Start Clacton		0.62	00:30	15:12
TC 11			5.48	00:18	15:30
SSS 11	Bacons End				15:33
SSF 11		3.74			
TC 12			6.05	00:19	16:00
SSS 12	Park Farm				16:03
SSF 12		5.10			
TC 13			2.27	00:07	16:20
SSS 13	Burnt Heath				16:23
SSF 13		2.75			
TC 14			4.29	00:13	16:42
SSS 14	Bradfield				16:45
SSF 14		6.39			
MTC 14A (In)	Finish - Clacton		9.41	00:30	17:28
Total Mileages		56.64	92.85	38%	

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



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Table of Contents

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

Appendix A

1	Service Area & Refuelling Regulations	Page 33
2	General Service Area Requirements	Page 33
3	Refuelling, Fuel Storage & Transport Requirements	Page 34
4	Hazardous Substances	Page 35
5	Electrical Safety	Page 35
6	Fire Precautions	Page 35
7	Compressed Air	Page 35
8	Noise	Page 36
9	Manual Handling	Page 36
10	Waste	Page 36
11	Vehicle Safety	Page 36
12	First Aid	Page 36
13	Reporting of Accidents and Incidents	Page 36
14	Further Regulations and Information	Page 36

1 Announcement

- 1.1 Chelmsford Motor Club (hereafter referred to as ‘the organisers’) will organise an Interclub Permit Multi-Venue Closed Road Special Stage Rally on Saturday 22nd and Sunday 23rd April 2023. The Event will be known as the ‘Corbeau Seats Rally Tendring & Clacton 2023’.

2 Jurisdiction

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

3 Sponsor

- 3.1 The Event is sponsored by Corbeau Seats.

4 Authorisations

- 4.1 Motorsport UK Permit Number: 126992
4.2 DfT Authorisation Number: tba
4.3 Motor Race Order Number: tba

5 Route & Seeding

- 5.1 The Event will start from Clacton and will consist of up to 14 Special Stages with approximately 60 stage miles on closed public and private roads (99% of which are sealed tarmac or concrete) and approximately 90 miles of road sections. Competitors will start the Rally on Saturday 22nd April, according to the Start List which will be published on the Official Virtual Notice Board on Sportity (See SR 12.1 for details) and the event website. The first car is due to start the first Special Stage at 18:00.
- 5.2 Ordnance Survey Landranger 1:50000 map 168 covers the route and may be used by competitors. The organisers will provide sufficient information to navigate the route in the Road Book and an A3 printed map of the full route.
- 5.3 Competitors will be seeded numerically in order of anticipated performance, with the first competitor having the best performance potential.

6 Competitor Eligibility

- 6.1 The Event is open to all fully elected members of the organising club, invited championships (SR 8) and member clubs of the following Regional Associations, each of which Chelmsford Motor Club is a member:
Association of Eastern Motor Clubs
Association of Central Southern Motor Clubs
Association of South Eastern Motor Clubs
East Midlands Association of Motor Clubs
Competitors who are not members of a Club that is part of an invited association or registered with an invited championship are required to join Chelmsford Motor Club (£15 per calendar year).
- 6.2 Competitors from outside the UK & Ireland holding a National Competition Licence issued by one of those countries may enter, subject to confirmation from their ASN that their licence is valid for stage rallies in the role in which they are competing (driver / co-driver) and inscribed with the words: “Authorisation to take part in National and International Competitions abroad in accordance with Articles 2.3.7 and 3.9.4 of the FIA ISC”. The holder will be subject to Motorsport UK General Regulations whilst competing (GR H25.2.1).

7 Classes & Vehicle Eligibility

- 7.1 Cars will be split into the following classes, which the organisers reserve the right to amalgamate and/or allocate entrants to as appropriate.

Class 1	All cars up to 1400cc
Class 2	Cars over 1400cc up to 1600cc
Class 3	Cars over 1600cc up to 2000cc or with forced induction engines up to 1300cc
Class 4	Two-wheel drive cars over 2000cc
Class 5	All four-wheel drive cars not included in Class 6
Class 6	All current or former WRC, S2000, R5 and FIA Rally2 specification cars and any derivatives there from
Class 7	All historic cars complying with GR R49 or FIA historic regulations

- 7.2 The event is open to all cars complying with GR R46, R47 & R48, which must have a valid Competition Car Log Book/Vehicle Passport issued by Motorsport UK or Motor Sport Ireland. Arrangements can be made for foreign participants to obtain a Vehicle Passport prior to scrutineering.

8 Championship

- 8.1 The event is a round of the Rix Engineering AEMC / ASEMC 2023 Stage Rally Championship: Motorsport UK Registration - CH2023/RALLY065 (E)
Secretary - Paul Barrett (details below)
Eligibility Scrutineer - Lloyd Gerkin

9 Timetable of the Event

	Date	Time	Details
9.1	13th February 2023	09:00	Supplementary Regulations published at http://corbeauseatsrally.co.uk
9.2	27th February 2023	20:00	Entries open to all crews at http://corbeauseatsrally.co.uk
9.3	28th March 2023	23:59	Entries Close
9.4	Saturday 15th April 2023		Roadbook and other route documentation emailed to competitors
9.5	Friday 21st April 2023	7:00 - 20:00	Trailer Parking Area Open (Airshow Car Park)
9.6	Saturday 22nd April 2023	09:00 - 18:00	Rally HQ & Media Office Rally Packs Available
		09:00 - 21:00	Trailer Parking Area Open (Airshow Car Park)
		09:30 - 12:30	Passes/Service Area Information Tracking Equipment available from Rally Reception Area (Airshow Car Park)
		09:30 - 15:30	Sound Test Open (Airshow Car Park)
		10:00 - 16:00	Scrutineering - at allocated time (See SSR 13.7 for Groups)
		11:00 - 17:30	Reconnaissance - During allocated time windows

	Date	Time	Details
		16:30	Start List for MTC 0 & TC 2B (Out) published on Virtual Notice Board
		16:00 - 18:00	Timecard collection at Rally HQ
		17:52	First car due at MTC 0 for the Clacton Sea Front Stages
		18:15 - 20:45	Parc Fermé MTC 2A (In)
9.7	Sunday 23rd April 2023	07:00 - 18:00	Rally HQ & Media Office open
		07:51	First car due out of Parc Fermé MTC 2B (Out)
		08:21	First car due at TC 2D (Service Out)
		17:35	First car due at the finish
		18:00	Awards Presentation

10 Entry Fees & Acceptance of Entries

- 10.1 Entry Fee includes the costs of our Carbon Neutral Scheme, the Rally Tracking System and a Charitable Donation without which the Rally would not be able to run. The entry fee is £695. This will include a Service Area space of approximately 8m x 8m (64m²) - enough for a normal sized van, gazebo and competing car.
- 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 64m². 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 Area Zones will be allocated prior to the Rally, if you wish to service adjacent to a particular competitor, please indicate this in the appropriate place on your entry application.
- 10.3 All fees must be paid by bank transfer. The online entry form must be used to enter the Event at <http://corbeauseatsrally.co.uk> - this includes bank details for both UK and overseas entries.
- 10.4 Acceptance of Entries
The maximum entry for the meeting is 150 plus a maximum of 45 reserves, the minimum is 90. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting. It is a requirement that all parts of your Entry Application, including Media details, are completed before your entry is considered completed.
- 10.5 Entries will open at 20.00 on Monday 27th February and close 23.59 on Friday 28th March.
- 10.6 The first 130 fully completed and paid entries received will be accepted in order of payment being received. The next 20 will be allocated at the discretion of the organisers to be confirmed by 1st April. The remaining entries will be put on a reserve list, to be accepted in order of reserve number at any time up to 17:00 on Saturday 22nd April.
- 10.7 All fees must be sent via Bank Transfer using details on the Entry System.
- 10.8 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 authorisation from the Parent to act as Guardian (GR D13.1.1).
- 10.9 Changes of Entry
If more than one change of Driver's or Co-Driver's name in an accepted entry is made, then

the entry will be reclassified as an incomplete entry and may be entered into the reserve list, with the original entry being replaced by the first available reserve, subject to 130 entries already having been accepted.

10.10 Competitors are reminded of the Motorsport UK's requirements for Entrant's Licences, Competition Licences, Club Cards and Permits to be detailed on the Entry Form. These documents will be checked before or during the Event.

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

Up to and including 28/03/2023 - Full refund less £25 (waived for reserve entries withdrawn)

29/03/2023 - 21/4/2023 - Motorsport UK Permit Fees & Insurance only refunded, unless replaced by a reserve.

Competitors who fail to start or have a start refused (see R28) will forfeit the whole entry fee. Should the Event be cancelled then full refunds will be given.

11 Officials of the Event

Title	Name	Contact
Event Director	Tony Clements (Motorsport UK Licence No 9765)	(m) +44 (0) 7486 604929 (e): eventdirector@corbeauseatsrally.co.uk
Clerk of the Course	Gary Nicholls (Motorsport UK Licence No 37229)	(e): clerkofcourse@corbeauseatsrally.co.uk
Deputy Clerk of the Course Rally Control & Spectator Safety Manager	David Town (Motorsport UK Licence No 189728)	(e): spectatorsafety@corbeauseatsrally.co.uk
Deputy Clerk of the Course Rally HQ	Rob Pike (Motorsport UK Licence No 40225)	
Assistant Clerk of the Course	Michael Weeks (Motorsport UK Licence No 80487)	
Secretary of the Meeting	Paul Barrett	(h) +44 (0) 1245 290902 (e): secretary@corbeauseatsrally.co.uk
Event Safety Manager & Deputy Clerk of the Course	Mark Andrews	(e): safetymanager@corbeauseatsrally.co.uk
Safeguarding Officer	Alison Bisping	(m) +44 (0) 7968 010604 (e): safeguarding@chelmsfordmc.co.uk
Media Manager	Andrew Bisping	(m) 07804 833737 (e) mediamanager@corbeauseatsrally.co.uk
Motorsport UK Safety Delegate	Tony Jackson	
Motorsport UK Steward	Brian Hemmings	
Event Stewards	Alan Barnard Pat Marchbank	
Entries Secretary & Competitor Relations Officer	Val Thompson	(e): entries@corbeauseatsrally.co.uk
Assistant Competitor Relations Officer	Jackie Pike	
Safety & Rescue Co-ordinator	Charley Webber	

Title	Name	Contact
Chief Medical Officer	Dr Harj Chaggar	
Rescue & Recovery Services	Cam Rescue Lace Rescue BARC (Midlands) BARC (HQ) BRSCC (East Anglia) Mercia Rescue	Cam Recovery 1 Cam Recovery 2 Maverick Recovery Forest Recovery Solent Recovery 1 Solent Recovery 2
Chief Marshal	John Davie	(m) +44 (0) 7894 642854 marshal@corbeauseatsrally.co.uk
Deputy Chief Marshal	Lucy Fryer (Safety)	
Motorsport UK Timekeeper	Richard Blackshaw (Motorsport UK National A)	
Assistant Timekeepers	Chris Musselle Clare Rix	
Incident Officers Driving Standard Observers & Reconnaissance Managers	Duncan Brown Ian Robertson Martin Douglas Mark Barham Carl Brown	
Communications Manager	Dom Saunders	
Radio Controller	Phil Mostyn Kev Hughes Anthony Stoneman	
Tracking Provider	Magnus Carlsson	
Safety Vehicle Co-ordinator	Dave Judd	
Safety Car Team	Dave Thompson Jason Murphy Paul Farley Neil Fuller Colin Billings Phil Jones Matt Jackson	Rob Mitchell Brian Jaggs Mike Howard Pete Hennessy Andy Kilby Martin Douglas
Paramedics	Murray Stephens John Horton Anne-Marie Harris	Ray Scott Tony Morgan Bob Griffiths
Resident Liaison Manager	Stanley Graham	
PR Team	Adele Candy Allan Smith Brian Hemmings Brian Rivett Bryan Hull	Colin Wake Daisy Mafia James Leggett Stuart Kingham
Motorsport UK Scrutineer	Howard Downes	
Scrutineers	Geoff Oates Mike Betts	John Gray
Environmental Scrutineers	Mike Hall (Sound) Stuart Kingham (Fuel)	
Results	Matthew Atkinson at rallies.info Tom Atkinson	
Service Area Manager	Alistair Brown	
Service Area Safety Officer	Mark Iskander	

Title	Name	Contact
Service Area	Paul Masser Jim Hardy	
Spectator Area Managers	Adrian Wardman George Wardman Richard Nel	
Equipment Manager	Pete Henness	
Equipment Co-ordinator	Jim Bowie	
Equipment Team	Chris Slack Lee Earthy/David Earthy Joe Philpott Luis Gutierrez-Diaz	Stage 1 & 2 Clacton Seafront Stage 3, 7 & 11 Bacons End Stage 4, 8 & 12 Park Farm Stage 5, 9 & 13 Burnt Heath Stage 6, 8 & 12 Bradfield
Stage Commanders	Jon Cordery Simon Marks Ian Evans Paul Rees Graham Frary Clive Grounds (Deputy)	Stage 1 & 2 Clacton Seafront Stage 3, 7 & 11 Bacons End Stage 4, 8 & 12 Park Farm Stage 5, 9 & 13 Burnt Heath Stage 6, 8 & 12 Bradfield Stage 6, 8 & 12 Bradfield
Clacton Logistics Manager	Dan Pearson	
Clacton Re-group Manager	Barry Guess	
Rally Reception	Tom Ward Karen Ward Amy Conboy	

12 Official Notice Board & Rally HQ/Media Office

12.1 Rally HQ & Media Office will be at the Clacton-on-Sea Bowling Club, Marine Parade West, Clacton, CO15 1XB. There will be no physical Official Notice Board. A Virtual Notice Board will be available using the Sportity app; Bulletins, Notices and Forms (including Query Forms) will be posted on the Virtual Notice Board at any time from the publication of these Supplementary Regulations until the conclusion of the Event. These will carry the same force as these Supplementary Regulations and it is the Competitor's responsibility to read them.

12.2 Provisional and Final Results will be displayed on the Virtual Notice Board and at *rallies.info*

13 Scrutineering & Sound Test

13.1 All vehicles must comply with Motorsport UK Technical Regulations and have a valid Competition Car Log Book or Passport (GR J2, R25.2, R46.1.3). Cars must be taxed and have an MOT certificate as required by UK law.

13.2 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.

13.3 Scrutineering will take place at Tendring Education Centre, Jaywick Lane, Clacton CO16 8BE. Full details will be notified in a future Competitor Bulletin.

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

13.5 Reminders:

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

GR R25.3.2. The crew must also wear flame resistant overalls homologated to FIA 8856-2000, FIA 8856-2018 or FIA 1986 Standard, and balaclavas to FIA 8856-2000 or FIA 8856-2018 Standard.

Competitors are also strongly advised to wear Flame Resistant gloves, socks, and underwear. Plastic shoes (such as trainers) should be avoided. Attention is drawn to (K.9.1.5 to K.9.3).

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

GR R48.10.9. Competing cars must carry an Emergency Red Warning Triangle (ECE 27) and an SOS/OK Board (25.4).

13.6 On-Board Video Cameras may be carried in competing cars in accordance with GR J5.21. Images may be required to be given to the organisers, Motorsport UK or the Police should an investigation into an incident be required.

13.7 Scrutineer/Documentation Groups

Whilst making your entry you will be asked to request a first and second preference of timing groups for documentation and scrutineering:

Group		
A	If you are arriving in Clacton on Friday or early Saturday, and the competing crew will be taking the rally car through scrutineering, we suggest you select the option of early morning documentation and late afternoon scrutineering; once signed-on you can complete the recce before scrutineering	Documentation 09:30 - 10:15 Scrutineering 14.30 - 16:00
B	If you are arriving in Clacton on Friday or early Saturday and your <i>service crew</i> will be taking the car through scrutineering, we suggest you select the option of mid-morning documentation after which the crew has the whole afternoon to complete two recce runs	Documentation 10.15 - 11.00 Scrutineering 11.30 - 13.00
C	If you won't be able to arrive in Clacton by early Saturday morning we suggest you go to documentation first, then scrutineering followed by the recce	Documentation 11.45 - 12.30 Scrutineering 13.00 - 14.30 If you do not intend to do a recce then this is the group for you
D	Competitors who live locally are suggested to take their cars through scrutineering first, then documentation and then have two recce runs later in the day. The exact timings will be set to give you time to get between the two checks	Scrutineering 10.00 - 11.30 Documentation 11.00-11:45

14 Insurance

- 14.1 Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can either be covered by extending an existing motor policy to cover the event, or, by purchasing additional cover provided under the Event Road Section Scheme, as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the motor insurance complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.
- 14.2 Drivers with their own Insurance must give the Name and Address of their Insurance Company together with their policy number on the entry form.
- 14.3 The organisers have applied to Shepherd Campello 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 £22. If a competitor wishes to purchase this Road Section cover through the online entries system, then they can do so prior to the event providing the driver complies with the following:
- is aged 19 years or over
 - has held a full driving licence for a minimum of 6 months
 - has no more than 6 points on their licence
 - has had no more than 1 fault claim in the last 3 years
 - does not have the Third-Party Extension cover on their existing motor policy
 - the vehicle has a valid MOT and taxed for the road, unless exempt

Any driver aged less than 19 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. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, but only if approval from Shepherd Campello Motorsport has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to motorsport@shepherdcompello.com and provide the Drivers' name and date of birth, the date they passed their driving test and details of any motoring claims and/or convictions.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event. Drivers are required to have valid road insurance to cover use of the competing car on public roads used before the Rally.

The Event Organiser's RTA scheme is provided by Shepherd Campello Motorsport Insurance and underwritten by First Underwriting Limited. Shepherd Campello Ltd is a Lloyd's Broker authorised and regulated by the Financial Conduct Authority. Firm Registration No. 311810. Registered Office 55 Gracechurch Street, London EC3V 0EE. England and Wales Registered Number 4695072. First Underwriting Limited is authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938). Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP

15 Rally Reception & Documentation

- 15.1 Your first arrival point in Clacton shall be Rally Reception in the 'Air Show Car Park' - opposite Clacton Golf Club, West Road, Clacton - nearest postcode is CO15 1AJ. The Rally Reception team will issue Rally Safety Trackers, service crew instructions, service passes, competition numbers, door squares, sponsors' stickers and other items which may be defined in future Competitor Bulletin(s).
- 15.2 Competitors will be allocated Scrutineering and Documentation times (see SR13.7), which can only be varied with written agreement from the organisers. Failure to adhere to this could result in Start Refused SR28.7.



FR /_{Jmp} 80 ! ML → KR + Ć

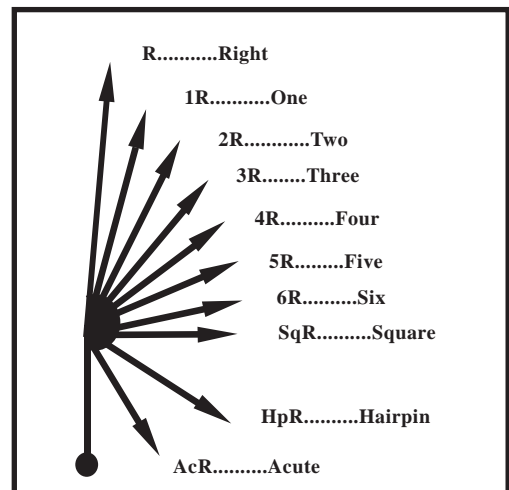
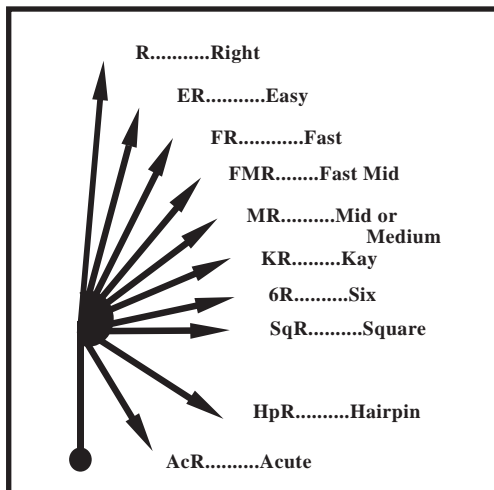
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

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.

Bend Indication



Descriptive

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

Professional Notes by Professional People

Notes & Safety Video Available Mail Order Only

Directly from Patterson Pacenotes

Email: sales@rallynews.net

Order On-Line at

www.rallynews.net

- 15.3 Documentation and Signing-on (for both reconnaissance and the rally) will take place in Rally HQ at Clacton Bowls Club during Saturday 22nd April. Competition licence, club cards and insurance will be checked and road books, overview maps, rally plates, reconnaissance check sheets and plates will be issued.
- 15.4 Timecards must be collected from Rally HQ after 16:00 Saturday 22nd April on presentation of completed scrutineering / sound check process sheet and a reconnaissance check sheet which shows no endorsements.

16 Identification

- 16.1 Competitors must make available to the organisers of the Event specific areas of the vehicle in accordance with GR H28.1.1 for numbered plates to be affixed to bonnet, rear window and front doors as per the diagram to be supplied at documentation.
- 16.2 Competitors may be obliged to carry further advertisements.
- 16.3 All previous Rally/Door Plates from previous events must be removed.
- 16.4 If the vehicle has Crew Names displayed anywhere these must be correct and relate to the Driver/Co-driver in the car for this Event.

17 Reconnaissance

- 17.1 Subjective Route Notes: Competitors may make their own notes or purchase their a choice of subjective route notes from our nominated suppliers- Patterson Agencies Ltd (Patterson Pace 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. Penalty as per SR28.8.
- 17.2 Competitors must sign on for reconnaissance at Documentation (see SR15) Penalty as per SR28.8.
- 17.3 Any Competitor found on a Special Stage without having registered as above, or in breach of these Supplementary Regulations, will be penalised as per SR28.8.
- 17.4 Identification supplied by the organisers must be displayed clearly on the side windows during reconnaissance. Penalty as per SR28.8.17.8.
- 17.5 Reconnaissance of the Sunday Special Stages is ONLY allowed on Saturday 22nd April - 11:00 to 17:30. Competitors will be allowed two runs through the Special Stages. Each Crew will be allocated a time window to complete Reconnaissance. Penalty as per SR28.8. The Saturday evening Special Stages on Clacton sea front Eastern Esplanade may only be recced on foot and this may be done between 09:00 and 17:00 on Saturday 22nd April.
- 17.6 Any Competitor found before 11:00, or after 17:30, on Saturday 22nd April, on any Sunday Special Stage will not be allowed to start the Rally.
- 17.7 Only signed-on Crew members may conduct a reconnaissance; 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. Penalty as per SR28.8.

Tracker Usage & Installation

Rally Safety Tracking Device

The unit must be positioned so that both Driver and Co-Driver can reach it and also see any message on the screen. The tracker should be mounted as high up and as far forward on the dashboard as possible, consistent with the driver and co driver being able to reach the tracker, as the tracker relies on receiving and transmitting a GSM and GPS signal which a clear view through the windscreen will enhance. The Power Supply Socket and Ball Mount must be fitted in the Competing Car before arrival at the Rally Reception Area.

You Must provide a USB Power Supply and a 25mm Ball Mount.
The Ball Mounts are available from Amazon, Ebay and other places in various types.

Examples of types available are shown below:



Mounts are available from many sources:
(Search for "25mm Ball Mount")

Amazon, Ebay and Aliexpress:

- 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. Penalty as per 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. Penalty as per SR28.8.
- 17.10 ALL RECONNAISSANCE CARS WILL BE TRACKED BY THE EVENT TRACKING SYSTEM. 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: Penalty as per 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. Penalty as per SR28.8.
- 17.12 Only standard road cars and vans 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 query as to whether a vehicle is standard, it must be presented for scrutiny to the organisers in advance. The decision of the organisers will be final. The organisers reserve the right to not allow the use of any particular car. Penalty as per 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. Penalty as per 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. Penalty as per SR28.8.

18 Rally Safety & Results Tracking

- 18.1 The Corbeau Seats Rally Tending & Clacton will be using a Rally Safety Tracking system supplied by RC Sport Design in Sweden which has been used successfully on many Scandinavian rallies. It is a very comprehensive system and will be used for reconnaissance tracking in addition to the rally. Outline details can be found here <https://rallysafetytracking.com/wp-content/uploads/2021/12/Instruktioner-uppdaterat-20211218-ENG.pdf>
- 18.2 Competitors will be supplied with their Rally Safety Tracker and power cable upon arrival at the Rally Reception/Trailer unloading area and must fit it in their reconnaissance car if taking part in the rally reconnaissance. After each competitor's reconnaissance has finished the Rally Safety Tracker must be transferred to their competing car. To enable the Rally Safety Tracker to be powered and securely fitted into the competing car it is a requirement of entry to the event that a USB power feed and a mounting ball of 25mm must be fitted in each competing car. Inexpensive options for purchasing the USB power plug can be found on Ebay or similar. The information from this device will be fed back to Rally Control and used for recording cars entering and leaving the stages for safety purposes and for monitoring driving standards during reconnaissance.
- 18.3 Each car will be fitted at scrutineering with a transponder that will interface with the timing equipment for the purpose of results compilation.
- 18.4 Information from the Rally Safety Tracker will be publicly available to allow support crews and members of the public to track individual cars' locations.
- 18.5 The equipment will be loaned to each competitor for the duration of the event and must be returned on retirement or at the finish.

- 18.6 In the event of a competing car stopping in the stage, the Rally Safety Tracker must be used in conjunction with SOS/OK boards. If you stop on the stage and do not require assistance you must press the OK button within 30 seconds of coming to a halt. After this an SOS message will be automatically sent to Rally HQ. Further instructions for use of the tracker system will be issued in a future Competitor Bulletin. Penalty as per SR28.14.
- 18.7 The rally tracker must be fitted to the recce vehicle, switched on and set to RECCE mode when leaving Clacton to start your reconnaissance. It must remain switched on and active until you have completed the two passes of the stages and returned to Clacton. The system will automatically record how many times a stage is recced, which will be available to event officials for review. When fitted to the rally car the tracker must be switched on and set to RALLY mode between MT0 and MTC2A on Saturday 22nd and between TC2B and MTC14A on Sunday 23rd. Penalty as per SR28.14. Any competitor who is judged to be misusing the tracker through the disabling, blocking or turning off of the tracker or inappropriate use of the SOS/OK facility will be subject to penalty as per SR28.14.
- 18.8 The rally tracker will display a virtual “Red Flag”, in addition to physical Red Flags shown by marshals, should the stage be stopped due to incidents. The competitor must press the OK button to acknowledge this and should proceed non-competitively to the stage finish or follow the instructions of marshals or officials. Penalty as per SR28.14.

19 Road Book

- 19.1 Entrants will be supplied with a Tulip Road Book at Rally HQ giving details of Special Stages and the location of Controls GR R6.2.2. This document will provide all the information necessary to enable Competitors to comply with GR R26.1 to R26.1.3. Ordnance Survey map, What Three Words and GPS references may be included 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.
- 19.2 Electronic copies of these documents will be made available to competitors one week before the event, with printed copies being supplied at Documentation.

20 Saturday Evening, Special Stages & Overnight Parc Fermé

- 20.1 The Event will commence with two Special Stages on Clacton Sea Front
- 20.2 After the two Sea Front Stages, Competitors will be required to place their competing car in the overnight Parc Fermé, the location of which will be given in a Competitor Bulletin. Failure to do so will result Re-Start Refused (Penalty as per SR28.9). Start times and Parc Fermé (Out) Times will be displayed on the virtual notice board and the event website.
- 20.3 Competitors will be permitted to enter Parc Fermé on foot 10 minutes before their due Parc Fermé (Out) Time.

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 and GR R24.9.

- 21.5 Any Notified Offence, or act deemed prejudicial to the interests of the event 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 - 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 or Rescue Vehicles moving on Special Stage AHEAD of competing cars, and in extreme circumstances e.g. where Spectator Safety is compromised. 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. Cars will start the rally on Saturday at minute intervals and on Sunday leave all time controls at two cars per minute GR R31.1.3.
- 23.2 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 (MTCs) (GR R31.2.5). This lateness is penalty free except at TC Service (Out) Time Controls (R31.2.6).
- 23.3 Penalties as per GR R32.2 & SR28 will apply.
- 23.4 Special Stages (SS)

Competitors will start all Sunday special stages at 30 Second Intervals. The Saturday Special Stages (SS1 & SS2) will run concurrently with cars starting SS1 and SS2 on alternating full and half minutes.

A Bogey Time will be set at 75 M.P.H. (GR R28.2.1) for all Stages 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:-

i)	Bogey Time or under	Bogey Time
ii)	Over Bogey, but under Stage Maximum	Actual Time Taken
iii)	Over Stage Maximum	Stage Maximum
GR R31.1.3 - Special Stages will be timed to an accuracy of 1/10 second.		

23.5 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).)

23.6 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

23.7 Special Stage Finish Control (SSF)

The Flying Finish will have a Light Beam which is linked to the Digital Timer 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.

23.8 Main Time Controls (MTC)

Competitors must visit each Main Time Control within Maximum Permitted Lateness and complete at least three-quarters of the Special Stages that run (e.g. 10 of 14) 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.

23.9 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.

23.10 Rejoining the Rally - Rejoin Points

Any Competitor who misses one or more stages may only rejoin the Rally at an TC(Out) Control (i.e.

Service Out) in a road position not more than 15 places higher than their original seeding (R40.1.7). Cars intending to rejoin the Rally must be re-scrutineered prior to rejoining. A representative of the Crew must first visit the Rally HQ to arrange Scrutineering and a Rejoin Time.

- 23.11 Should a Stage be unexpectedly cancelled there are alternative routes in the back of the Road Book which will take you to the next Time Control (Stage Arrival or Service (In)). The allowed time for these routes is also printed in the Road Book and should be used to calculate your due time, based on your recorded time of departure from the original control.
- 23.12 Delay Allowance:
The Clerk of the Course, or a Deputy Clerk of the Course, may authorise Time Control Officials to issue a Delay Allowance which will extend the Target Time for a Road Section should there be an unforeseen delay which would impact on Maximum Permitted Lateness. Delay Allowances will be communicated to Competitors at a relevant Time Control or on the Virtual Notice Board.
- 23.13 Should any recorded time not be legible or not appear authentic, the organisers may use any means at their disposal to establish a time. The organisers reserve the right to amend a recorded time if in their opinion, after reference to check sheets, a mistake has been made.

24 Servicing & Refuelling

- 24.1 Service area spaces will be allocated by the event organisers. A space up to a maximum of 64m² will be provided. If several 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 Area Zones 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.
- 24.2 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 Service Area, see GRs R38 & R39. Crews may work unassisted on their cars using items carried in their car in other areas, except within 100m of any time control, in the area between Stage Arrival and Stage Start and in parc fermé (GR 38.2).
- 24.3 Service crews will not be permitted to go to the assistance of Competitors who break down on a Special Stage (GR R38.1.2). 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.
- 24.4 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 as per SR28.4.
- 24.5 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.
- 24.6 Refuelling may be undertaken at bona-fide garages on route and is permitted in the allocated Service Area but each service crew must have a minimum 4.5 litre capacity hand-operated fire extinguisher and a minimum 10 litre spill kit, in addition to those carried in the competing car.

25 Damage Declaration & Damage to Third Party Property

- 25.1 Damage Declaration
Within 72 hours of the conclusion of the event each crew shall sign an electronic 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. Failure to return this form may be penalised by a fine of up to £100. The form will be accessible from the Event's Virtual Notice Board.

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 £500.

26 Aviation Safety - Drones and Helicopters

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

27 General Regulations

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

28 Penalties

No	Details	Penalty
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	Retired or 15 minutes plus stage maximum
28.3 (h)	For each minute over Target Time at TC Service (Out) Controls	10 Seconds
28.4 (o)	Breach of GR R38.1.2-R38.1.4 & SR24 (Servicing)	Disqualification
28.5 (p)	Modified to include breach of GR R46.1.5 (Spill Kits)	Disqualification
28.6 (t)	Breach of GR R38.1.7	Disqualification & Reported to Motorsport UK
28.7 (dd)	Reporting Late for Scrutineering/Sound Test	Start Refused
28.8 (ff)	Includes contravention of SR17 (Reconnaissance) Additional penalties:	Start Refused

No	Details	Penalty
28.9	Breach of SR13, SR15 and SR20 (Scrutineering, Sound Test and Documentation and overnight Parc Fermé)	Start Refused
28.10	Cutting of Corners, Hitting of Traffic Furniture & Driving on Verges SR 29.2	10 Seconds per Offence
28.11	Hitting Penalty Markers SR 29.1	10 Seconds per Offence
28.12	Wearing a Crash Helmet on the Public Road.	10 Minutes per Offence
28.13	Driving with a flat tyre beyond a point where it is safe to change a wheel, SR29.3	10 Minutes per Offence
28.14	Misuse of the Rally Tracking System SR 18.6, 18.7 & 18.8 10 Minutes Not having the Rally Tracking System On SR 18	10 Minutes

29 Penalty Markers / Damage to Road Surfaces

- 29.1 In order to restrict average speeds for the Special Stages, various man-made barriers forming chicanes etc. may be set up. These will be detailed in the Road Book. These barriers will be defined as Penalty Markers. A Penalty of 10 seconds will be applied to any car hitting a Penalty Marker; a Judge of Fact will determine this penalty. The decision of the Judge of Fact relating to hitting a Penalty Marker may not be subject to protest or appeal. Penalty as per SR28.11.
- 29.2 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. Penalty as per SR28.10.
- 29.3 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. Penalty as per SR28.13.

30 Results, Protests, Appeals & Reviews

- 30.1 Interim results will be published at intervals during the event and will 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 effective 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 and any additional Motorsport UK requirements relevant at the time.
- 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.
- 30.6 Should additional evidence that was not available at the time of the protest or appeal be discovered then a Review Body may be convened in accordance with GR C14 & 15.

31 Awards

31.1 Awards will be presented shortly after the finish, as follows:

A)	1st Overall	Two awards
B)	2nd Overall	Two awards
C)	3rd Overall	Two awards
D)	1st in each in class	Two awards
E)	2nd in a class with 10-14 entries	Two awards
F)	3rd in a class with 15 or more entries awards	

If there are fewer than five entries in a class, the class may be amalgamated with another appropriate class at the organisers' discretion.

31.2 Additional awards may be presented and these will be detailed in the Competitor Bulletins. No Competitor may win more than one award. Competitors may forfeit awards if they fail to attend the awards presentation personally or make arrangements for a representative to collect them.

31.3 In the event of changes to the final results after awards have been presented the award must be returned to the organisers to be allocated to the correct recipient.

32 Services

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

Event Specific Services		
PHOTOGRAPHER		
ANDREW MANSTON	Official Photographer for the event.	+44 (0) 1795 479224 email mandh_photography@live.co.uk http://www.mandhphotography.co.uk
TYRE SUPPLIERS		
PROTYRE MOTORSPORT	Contact Shaun Chetwin them beforehand for any special requirements	+44 (0) 1782 411001 email: shaun.chetwyn@protyre.co.uk
SLICKS TYRES	Contact Andrew Knott beforehand for any special requirements	+44 (0) 7966 621468 +44 (0) 114 247 0485 email: andrewjohnknott@hotmail.com
FUEL SUPPLIERS		
VITAL EQUIPMENT	For Crews intending to use Vital Equipment fuel, this must be ordered in advance	+44 (0) 1981 241169 https://www.vitalequipment.co.uk
CATERING	Will be available at various venues around Clacton Sea Front	
ROUTE NOTES		
PATTERSON AGENCIES LTD (PATTERSON PACE NOTES)	Subjective Route Notes and DVD for all Special Stages will be available by mail order from the nominated supplier	Contact +44 (0) 2890 844111 Email: sales@Rallynews.net https://www.Rallynews.net

33 Environmental Policy

Chelmsford Motor Club is certified to Motorsport UK's FIA accredited Environmental Management System (EMS) framework and has implemented sustainability practices on this and future events. These include an objective for carbon neutral which will be achieved through a donation from entry fees to a verified carbon enhancement scheme. Other actions will include selection of suppliers. We ask all Competitors to bear this policy mind as they plan for and participate in the Rally. More details can be found on the Club's website - chelmsfordmc.co.uk

34 Safeguarding

Chelmsford Motor Club's Policy Statement on Safeguarding is published on the club's website. Safeguarding is everybody's responsibility. All competitors, volunteers and attendees at the event have a responsibility to respond positively in response to any concerns, suspicion or disclosure that may suggest a person is at risk of harm. All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately. If you have any concerns about safeguarding while at this event please contact the Club Safeguarding Officer or report it to an official named in the Supplementary Regulations who they will instruct the Club Safeguarding Officer to contact you urgently - see page 31.

35 Spectators

More details will be posted on:

Twitter #tendringRally

<http://corbeauseatsrally.co.uk>

FOLLOW THIS LINK FOR 'LIVE' ON EVENT COVERAGE.

<https://www.facebook.com/tendringRally/>

36 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 & Tendring District Councils

All Parish Councils in Tendring

HM Coastguard Clacton on Sea

Clacton Bowling Club

Tendring Education Centre

Smith Farms

All Residents & Businesses in the vicinity of the route

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Entries system by Tony Michael @ mtc1.uk

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A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

motorsportuk.org/racewithrespect

#RaceWithRespect

MEMBER OF





CLUB SAFEGUARDING OFFICER

Motorsport should be fun. You should feel safe, enjoy the sport and everyone should be treated with respect.

If you have a concern about the safety or wellbeing of a child or an adult at risk of harm you **MUST** report this to the Club Safeguarding Officer or the Motorsport UK Safeguarding Team.

Motor Club Name/Organisation: Chelmsford Motor Club

Club Safeguarding Officer Name: Alison Bisping

Telephone number: 07968 010604

Email address: safeguarding@chelmsfordmc.co.uk

If you have a concern that a child or person is at risk of immediate harm, contact:

The Police via **999** (emergency)
Other organisations offer 24 hour helplines such as:
Childline 0800 1111
or the **NSPCC 0808 800 5000**

The Motorsport UK Safeguarding Team can be contacted on:
01753 765000 or **07851248672**
safeguarding@motorsportuk.org

SPECTATE SAFELY!



LEAVE THE DRONE AT HOME!

#AriNeedsYou



motorsportuk.org/rallyfuture

1. Service Area & Refuelling Regulations

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

2 General Service Area Requirements

- 2.1 When participating in motor sport events and carrying out activities at Service Areas, entrants, Competitors and service crew members must be aware of their own and other people's safety and well-being. The organiser has the overriding responsibility to co-ordinate the activity and ensure, so far as is reasonably practicable, that statutory requirements for these areas are met. The Event Safety Plan includes plans for establishing emergency arrangements for the Service Area including fire, injury and security incidents.
- 2.2 A 'Service Area Zone' has been allocated to each competing team within the Service Area. These Zones must be managed in such a way that they present neither a safety nor environmental risk to other teams or the venue location.
- 2.3 All servicing must be carried out with the competing vehicle on a groundsheet. The use of metal cutting, grinding, welding equipment or any Hot Work in the Service Area at any time is prohibited. No open flame cooking equipment is permitted in the Service Area at any time.
- 2.4 The organisers have appointed a Service Area Safety Officer and a supporting team to oversee all safety management and Competitor adherence.
- 2.5 The Service Area has been designed to be of an appropriate size to allow adequate space for individual Service Area Zones, vehicle movement and safe pedestrian access. The layout of the Service Area will permit emergency service vehicle access, should the need arise.
- 2.6 Service Area Zones will be clearly marked and public access restricted. Safety notices will be displayed and must be complied with.
- 2.7 The speed limit for Service Areas is 5 MPH.
- 2.8 All entrants must have a suitable substantial environmental ground-sheet in place before any work commences on the vehicle.
- 2.9 Temporary structures such as motor homes, awnings and pop up tents must be erected securely and with sufficient ballast to cope with wind conditions. All structures deemed unsafe by the event organisers must be dismantled and removed.
- 2.10 All service vehicles must have an environmental spill-kit capable of dealing with 10 Litres of fluid, for use in the event of liquid spillage. (Competing cars must also carry a 1.25 litre capacity kit.) Spillage of any liquid must be contained immediately by the crew concerned, and reported immediately to the Service Area Manager.
- 2.11 Fire extinguishers with a capacity of at least 4.5kg must be readily available at all times when vehicles are to be worked on. No Welding, Grinding or any Hot Work is permitted within the Service Area.
- 2.12 Vehicles must be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jack. Engines must not be running when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.

- 2.13 Where necessary, as part of the service i.e. changing of fuel tank, fuel pump, fuel filter, or any other item of fuel circuit, emptying and/or refilling of the fuel tank is permitted provided that:
- The work is carried out with the knowledge of the organiser
 - A fire extinguisher with operator is on standby
 - No other work is carried out on the car during this operation
 - A safety zone is established within which all sources of ignition are removed
 - 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 should be present within the space allocated to the Competitor.
- 2.16 All working areas shall be kept clean & tidy. All waste must be removed by the entrant at the end of the event and disposed of in a responsible manner.
- 2.17 Trailing cables & hoses must not be allowed to create a trip hazard and must not be run across access or ways unless covered by cable protectors.
- 2.18 Whenever vehicle engines are being run, adequate ventilation must be in place.
- 2.19 Service crews and Competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.

3 Refuelling, Fuel Storage and Transport Requirements

- 3.1 Competitors may only refuel in areas, specifically designated by the organisers. Refuelling can either be done in the designated refuelling zone (located a few miles from service, on the run out to the first Sunday stage) within the service area or by using commercially available pump fuel dispensed directly from pumps at filling stations on the Rally route.
- 3.2 Fuel can be pre-ordered from Vital Equipment or VP Racing Fuels. Competitors are encouraged to use this service where possible (BRC cars must use this facility as defined in championship regulations). The refuelling zone location will be defined in future event documentation.
- 3.3 Re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leaves. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased, no one must be inside the vehicle e.g. driver, navigator, service crew, and the engine must be stopped throughout any refuelling operation. All sources of ignition must be removed from the area and an appropriate fire response should be prepared. A 4.5kg minimum capacity dry powder fire extinguisher shall be carried by each service crew, in addition to that carried in the competing car
- 3.4 Re-fuelling must be by hand pumping, rather than pouring from hand held containers.
- 3.5 Containers shall comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept away 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.
- 4.2 Where asbestos is used, every effort must be made to prevent dust being released.
- 4.3 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.
- 4.4 Other substances may cause ill health. Competitors must obtain MSDS (material safety data sheets) from suppliers in advance so that they hold important safety information about the products.

5. Electrical Safety

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

6. Fire Precautions

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

7. Compressed Air Equipment

- 7.1 Air blasts from over inflated tyres can cause severe injury. Tyres must not be inflated above manufacturers' recommendation figures.
- 7.2 Always stand clear when inflating tyres.
- 7.3 Compressors & air lines must be inspected regularly.

7.4. Compressed air cylinders must be stored and used to suppliers' recommendations.

8. Noise

8.1 Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.

8.2 Where exposure to noise is unavoidable, hearing protection must be worn.

9. Manual Handling

9.1 Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques and provide appropriate lifting aids.

10. Waste

10.1 Entrants must remove all waste from the venue, including containers, packaging, tyres, oils etc. They must be disposed of in accordance with environmental legislation.

10.2 General waste facilities in the Service Area must not be used to dispose of hazardous substances or materials which have been contaminated by hazardous substances. These must be segregated and disposed of in accordance with waste regulations.

11. Vehicle Safety

11.1 A 5 mph speed limit shall be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.

11.2 There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions and, where practicable, to segregate pedestrian routes.

11.3 The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.

11.4 Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

12. First Aid

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

13. Reporting of Accidents & Incidents

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

14. Further Regulations and Information

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

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TO

Be alert!

Always expect the unexpected

Stay at the designated spectator areas

Remember that in an accident anything can happen

Always follow the instructions of the marshals

Your safety – Your life

ONLY A SAFE RALLY IS A GOOD RALLY

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